JULY 11 1952

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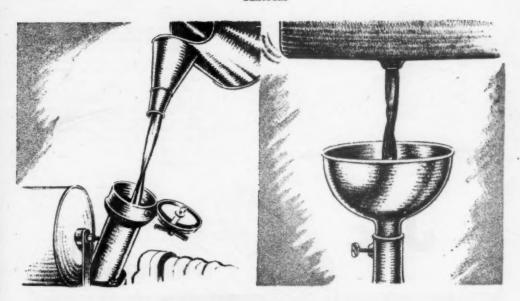
THE AUTOCAR, JULY 11, 1952

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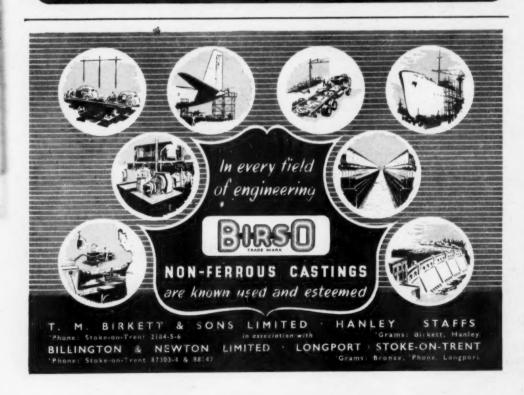
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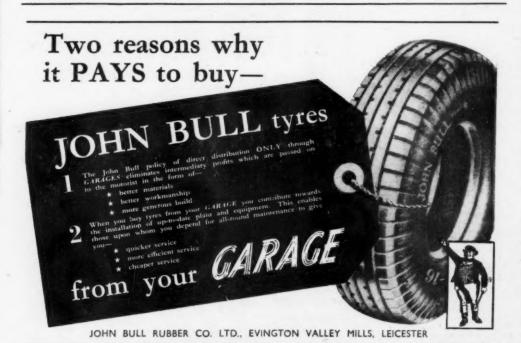
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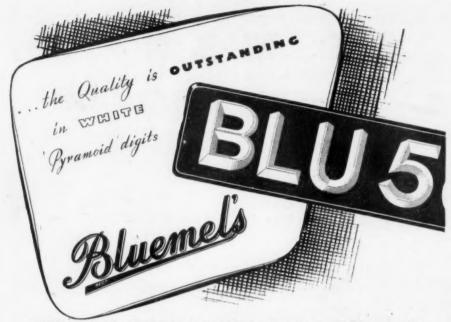
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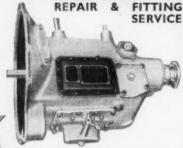
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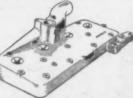
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# Autocar

FOUNDED 1895

No. 2954

FRIDAY, JULY 11, 1952

Vol. XCVII

# The Road to Safety

F the continued insistence of this journal on the value of pedestrian guard rails is courting unpopularity, we welcome pariah status. The Metropolitan Police Statistical Analysis of 1951 Road Accidents can be held to show how many pedestrian deaths could be prevented by a physical barrier between road and footpath. Seventy per cent of road casualties occur in built-up areas, and pedestrian deaths vastly outnumber those of other classes of road user.

Consider the relevant 1951 casualty figures for London:

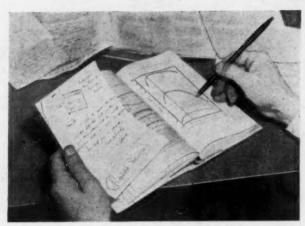
Movement	Casualties					
Crossing road, masked by stati	onary	vehicle	1			2,552
Crossing road, not masked by	station	mary vel	hicle			5,401
Walking in road facing traffic				**	20	40
Walking in road with traffic						302
Standing in road						323
Playing in road						233
Stepping, walking or running of	2,030					
Total	-		A. 100		-	10.601

In the ideal, which would be a state of affairs in which contact on the carriageway between vehicle and pedestrian was physically impossible, every one of these casualties would have been prevented, and they represent 90 per cent of the total pedestrian casualty figure of 11,987. But obviously the ideal is impracticable and it is desirable to estimate the number that could have been saved by guard rails.

There were 1,669 casualties actually on crossings, and this figure must, therefore, be subtracted from the potentially avoidable accidents. This leaves 9,212, or just under 77 per cent of the whole, and from here on it becomes tempting to whittle down the figure on the grounds that the guarding of every Metropolitan street by rails would be an unreasonable demand. In our opinion it is not unreasonable. If every house in London can be wired for electricity or piped for gas for the benefit of its occupants, then the streets along which those houses stand can be railed in order to preserve lives. Where hardship exists, as with the infirm and with garage entrances, the key to a lockable section of a single guard rail might be entrusted to householders to give them immediate access to, but not across the street. Neither steel nor lebour is plentiful, and the fact would undoubtedly be stressed by the more misguided lovers of liberty—in this instance the liberty to get killed—and by those who feared the disapprobation of the fenced road user, pedestrian or otherwise.

There remains, then, the number of accidents that might be expected to take place on the additional number of pedestrian crossings necessitated by ubiquitous guard rails. It is possible only to speculate on the total involved, but it would be unlikely to exceed the present number of accidents on crossings. One reason is that the extra crossings would be on roads with a lower accident rate per mile than those so equipped at the moment. This is demonstrated by the police figures for local authority areas, in which the busy streets of Westminster are shown to have 16 accidents per mile of road (and St. Marylebone 11.6), while the great majority of the other Metropolitan boroughs show less than half the Westminster total, and the suburban local authorities less than a quarter. It is true that all pedestrians wishing to cross would be canalized on to the crossings, thus increasing the number of potential victims of crossing accidents, but it is a compensating factor that much casual crossing would be eliminated; moreover, there is no reason to suppose that crossing accidents increase proportionately with the number crossing.

It might be pessimistically assumed, then, that with full guard rail protection the accident figure at pedestrian crossings would be double what it is at present, and would therefore reach 3,338. This figure, in turn, must be subtracted from the 10,881 potentially avoidable accidents. The resultant total of 7,543 is still nearly 63 per cent of the total pedestrian casualty figure for London and it is exceedingly difficult to believe that the percentage of casualties saved would be less than 50 per cent. Can it reasonably be argued that the freedom to jay-walk in London is worth 5,993 accidents a year, amongst which are 189 deaths and 1,066 serious injuries?



# THE FRUITS OF SERVICE

An Explanation of Some of the Queries Raised by Readers

By MICHAEL CLAYTON

Since the inception of "The Autocar" Readers' Service, more than two years ago, some thousands of queries have been answered by post, and selections have regularly been published. From all these letters it has been possible to identify certain subjects which are clearly of very wide interest. Comment on many of them is made in this article.

T started on February 17, 1950, and now it is quite difficult to think of any motoring query which has not been thrown at the staff of this journal at some time. Cries from the heart have arrived from so many owners of pre-war cars, particularly because of the new car shortage, that perhaps the bulk of the letters have concerned faults in cars which have been made to carry on motoring far longer than was originally intended. The regular reminders that these cars, many of them nearly of age, still give reliable service is a great tribute to the men who built them, but it is unfortunate that so many manufacturers lost their records in the blitz. It seems, in fact, that as the cars grow still older the list of manufacturers who have lost their records in the blitz is steadily increasing.

Readers have frequently appealed to *The Autocar* to provide more articles dealing with the maintenance and repair of specific pre- and post-war models; but most queries are not of the type concerned with routine maintenance and adjustment. So many start with the ominous description of major trouble, or tip-toe through mysteries more profound than Conan Doyle's best. There are some, even, which we cannot answer Armong those published there have been some on which members of the servicing fraternity have stepped in with useful, detailed amplification drawn from their personal experience, and in each case their comments have been passed on to the appropriate readers.

have been passed on to the appropriate readers.

But it would be impossible here to make any survey of the faults which develop in cars generally, or of those peculiar to certain models. This remains the task of the Readers' Service. However, these post-war years are not only times of car shortage; they are also a period of the most complicated morass of regulations and controls which has

ever been known in this country. It is not surprising that a sizable proportion of letters are therefore concerned with new car Covenant restrictions, controls on the import of cars from abroad, the purchase of new cars by people overseas and the reimportation of those cars, the disposal of cars in Great Britain by visitors, purchase tax on conversions of existing bodies or on the construction of new ones, the avoidance of the 30 m.p.h. speed limit by certain vehicles used for pleasure, and so on. To these may be added the important section of queries on motoring costs and the reduction thereof, such as the advisability of converting V-eight engines to run on four cylinders—or the cost of building a special.

On many of these subjects the appropriate Government departments have been questioned, and it has been clearly shown that the regulations are often so complicated that a straight answer is utterly unobtainable. It may be said that in many instances only the result of court battles has decided aspects of the law previously so ambiguous. This is what is meant by the legal expression "case law."

## Playing Safe

Motorists should have some knowledge of the more important controls now in force, because letters to this journal have shown what a high proportion of readers have unwittingly made themselves liable for heavy bills from the State: who, for example, would expect to pay purchase tax on the wholesale value of a pre-war chassis? But while generalizations may be made, and dangers pointed out, wide enquiries and the experiences of readers show that so overloaded with rules are Civil Servants that what may be accepted by the local administrators for one area will not be accepted by their equivalent elsewhere. It is particularly important, therefore, that before any motorist begins construction or conversion work, for example, he should check liability for tax with the local branch of Customs and Excise. Fortunately the import and export rules are straight-

forward as far as cars are concerned, although the question of import duty payable to other countries after export from this country may affect costs. The important rule is that no one may buy a car for export in this country and then dispose of it here. A foreigner may take delivery of a car in this country without paying purchase tax, but he must subsequently export it within an agreed time limit. He cannot pass it on to a friend or relative in this country, even as a gift. Similarly, he cannot dispose of a car which he imports for his use in this country. Cars may be imported permanently only on a bona fide change of address, in which case tax and duty payable depend upon how long the car has been in the owner's possession and use abroad.

as a gift. Similarly, he cannot dispose of a car which he imports for his use in this country. Cars may be imported permanently only on a bona fide change of address, in which case tax and duty payable depend upon how long the car has been in the owner's possession and use abroad.

Payments of duty and purchase tax do not have to be made if the car has been owned and used abroad by the importer for a year and a half—but the car may not then be disposed of here for a further 2½ years (unless tax and duty are paid beforehand). However, if the owner is prepared to pay duty and tax, and if Customs and Excise grant a licence, a car may be imported on a change of residence even if only recently acquired abroad. For any car importation a licence must be obtained, the address for all relevant

enquiries being the Import Licensing Department, Romney House, Tufton Street, London, S.W.1. It should be pointed out that the duty makes up any appreciation in value between the list price-purchase tax total and the open market value.

British Motor Trade Association rules governing the new car Covenant are fairly straightforward, at least on the bulk of cars, and are well known. And they are likely to remain in force, at least on popular cars, for some considerable time. It is worth mentioning again that it is not legally possible for a car to be resold on the open market within the two-year Covenant period, but that cars released from the Covenant are resold with the addition of an up to 10 per cent handling charge plus the cost of any extras fitted. Readers' Service in The Autocar of June 27 was at fault in stating that when an owner dies his heir is not bound by the Covenant. This was the case until the two-year Covenant was introduced.

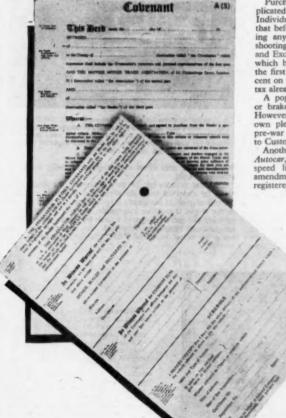
Another aspect of the Covenant widely misunderstood and with good reason—is that the policy of distribution is now back to the fulfilment of orders in rotation rather than degree of need, with the usual exceptions for the medical

#### Tax on Conversions

Purchase tax on conversions is probably the most complicated subject with which motorists may have to deal. Individual cases differ so widely that it is highly desirable that before building a new body on any chassis, or converting any kind of commercial vehicle to a car, utility or shooting brake, the owner should visit the nearest Customs and Excise office to see how he stands. Briefly, any vehicle which becomes in effect a private car (or "car-type") for the first time may be liable to full purchase tax at 66 j per cent on the wholesale value of the complete vehicle, less any tax already paid.

A popular example is the light van made into a utility or brake by the fitting of side windows and a rear seat. However, an enthusiast undertaking a conversion for his own pleasure may be more fortunate. Even if use of a pre-war chassis is intended, reference should first be made to Customs and Excise.

Another set of rules, often the subject of letters to *The Autocar*, and also widely misunderstood, is that affecting speed limits of shooting brakes (and utilities). Recent amendments to the law on this subject now exempt privately registered vehicles from a permanent speed limit, but those



Many suggestions have been made, and are still being made, on the distribution and control of new cars for the home market, and the recent drop in used car prices is unlikely to affect the desirability of some restriction on the disposal of new cars in the future. The British Motor Trade Association is responsible for the Covenant, reproduced here, which helps tis prevent cars being resold at a profit for two years after purchase. Hawever, this does not prevent cars being sold legitimately for a small amount more than the new total price, when permission is given for a car to be sold "in Covenant." The extra represents an up to ten percent handling charge and the price of any extras with which the car may have been fitted.

licensed so that goods may be carried are limited to 30 m.p.h. However, very recent case law has now made the important decision that even these latter vehicles may exceed 30 m.p.h. when not actually carrying goods.

So much for a few of the restrictions and complications which can surround motorists; and on to pertinent points on price. The price of building a special or rebuilding a worn-out old faithful is a popular subject, and this journal's advice often has to be depressing. It really depends upon whether the enthusiast concerned has workshop facilities, or access to them, the necessary skill to use them, and the time in which to do the job.

What may appear to be a simple job usually develops into a series of tasks requiring welding, machining, power-driven tools, and so on, apart from special tools for stripping doubtful components. Even fitting a non-standard engine in a car can require real engineering work in coupling up with an existing transmission, and in making up new engine mountings. It must be remembered, also, that the subsequent insurance premium may be forbidding.

Since the introduction of the flat-rate tax the desirability of reducing engine size by cutting out certain cylinders, particularly four of a V-eight, has diminished, but the new increase in petrol tax still encourages the impecunious to consider it. It is often forgotten that petrol consumption is to a great extent a matter of work done, and that a 3-litre engine reduced to 1½ litres is still carrying up hill and down dale a 3-litre-sized car and engine. Such economy as may result must be balanced against loss of performance, overgearing and the cost of conversion.

As mentioned earlier, it is not intended, nor is it possible, to go into detail about faults and fault finding, but even here readers' letters show that some general comment may be helpful. The very purpose of the Readers' Service has been, and is, to help when possible on those faults for which no ready answer has been found—excepting the routine type of query about servicing and repair procedure which is the province of a manufacturer's service department. But mention of the symptoms alone is frequently not enough material with which to identify the fault. Many queries could be answered more satisfactorily, or might not need to be asked at all, if drivers in distress tried to work out possible causes of a symptom logically.

Most keen motorists have a good knowledge of the theory of car mechanics, but when faced with a forbidding amount of machinery their powers of deduction tend to be paralyzed. The best course is often to leave the car alone and to go elsewhere to think about it. Pretend that a friend has described such a fault to you. Think back to the first appearance of the symptoms and decide whether any little thing happened, or was done, to the car shortly beforehand. Eliminating as many as possible of the more likely causes



A stimulating scene for a Britain worried about the "dollar gap." The purchase in Britain of cars for export is not quite straightforward, however, and cars may not even be purchased for dollars unless they are definitely exported within an agreed time limit.

of the trouble may effect a cure or more easily enable an outsider to help.

Electrical failures can be very deceptive, the actual fault being far removed from its effect, and a careful checking through of circuits frequently is necessary. With all the will in the world it may be impossible, without being able to examine the car, to diagnose a fault on having only one or two unusual symptoms described. So, will the next post bring its usual batch of "My car goes bonk; what is



A Triumph Mayflower passing the palms in Valencia, Spain. A desirable car, typical of the cars which overseas residents like to bring with them back to Britain. They can be imported, however, only on a bona fide change of address. If the car has not been in the personal possession (and use) of the owner for eighteen months or more, purchase tax and customs duty must be paid. When freight charges are added it may well be found cheaper to buy a good used car on arrival, at ordinary market price.





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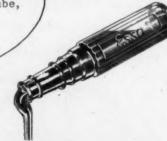
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# **OVERHEATING** TROUBLES

There Are Many Causes, Some of Which are Obscure and Difficult to Trace



by J. R. DAVEY

T is often difficult to diagnose and prescribe for overheating of the engine and cooling system because it is not a defect in its own right, but a mere symptom, like the high temperature indicating any one of a hundred diseases in a person. Which explains why it is not only difficult but also common.

It is an elementary step to check that the radiator is full and, if the operation has not been carried out for some time, to descale the cooling system. Mineral deposits, however thin, are poor conductors of heat (they build up especially rapidly in hard-water districts, where the source is in chalk downs or limestone hills, and in cars that consume water and are topped up frequently; the use of rain water from a butt prevents this, for rain water leaves no deposit). It is often neglected, however, to check that none of the radiator fins is bent over-in finned tube radiators-and that the passages are clear. One cannot easily get a through view, and the lighter superficial objects such as insect wings blow away, leaving the heavier hidden debris such as the bodies. A high-pressure hose jet is applied, from the engine side only, to clear the passages. Cases occur

of hosepipes perishing and flaking in-ternally in such a fashion that a per-fectly efficient flap valve is formed, a notable instance being illustrated. In another instance such a flap formed, but opened only at high engine (and therefore water pump) speeds, and the usual examination when the car was stationary-by squeezing the hoses to check that no obstruction had formed —did not reveal the defect. It was ultimately detected by noticing that the top hose swelled perceptibly when the engine was revved.

### Slipping Belts

A water pump is an extremely simple device, and does not suffer as a rule from a falling-off in efficiency, though a water-retaining gland may leak. The cooling system should not be completely exonerated until the tightness of the fan belt has been checked; if it is slipping, not only the fan but also, in some cars, the water pump will be affected

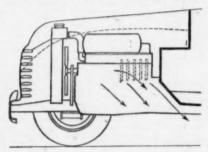
Cars are very amply, even wastefully powered (that statement may impart a wrv smile to some owners of some models), and the falling-off in performance caused by binding brakes may not

be noticed until it crops up as engine overheating on a long hill or on a hot day, although it is only with a car whose cooling is no more than just adequate that a slight and unnoticeable binding can be a serious contributory factor to overheating. Oil shortage can also cause overheating; indeed, the function of engine oil is a dual one, for it is a coolant as well as a lubricant. Only high performance cars have a finned sump or an oil radiator, for oil is a better coolant than water, and both picks up and gives off heat more rapidly, so that normally a plain sump can be used. But oil can overheat.

The overheating which occurs in a new engine when it is being run in is caused by both the tightness and the roughness of the working surfaces in engine and chassis, which produce an exaggerated friction. This overheating must be closely watched for, as it is the first warning of seizure.

There is more than one way in which a lack of tune will cause an engine to overheat. Faulty ignition settings causing late burning of the mixture, improperly seating exhaust valves which permit the issue of burning gas, and too weak mixtures are causes. last-named is the most common and often unsuspected, and requires more explanation.

One of the phenomena of combustion is that a weak mixture has a higher burning temperature than a rich one, and it is mainly for this reason that it causes overheating; but it is also slower burning, and may still be burning when it escapes through the exhaust valves, so that an overheated manifold communicates its heat to the rest of the engine. Normal carburation provides for mixtures that are on the rich side when the engine is accelerating or pulling hard, and any error is on that side, for engines and power are less sensitive to the too-rich than the too-weak. A weak mixture is especially a cause of late



The difficulty which the air has in escaping from some engine compartments slows down the entry of more air. This sketch shows a typical under-bonnet space in which air has no exits other than downwards after piling up against the bulkhead; or through louvres to the under-wing spaces, themselves highpressure spaces contain-ing trapped air.

burning and overheating if allied with inefficient or retarded ignition.

There are several possible causes of weak mixtures arising from fuel starvation: a cracked petrol pump diaphragm, an improperly mounted or worn mechanical pump, and an electric pump with poor connections; partial blockage of jets by particles too small to cause complete stoppage; an inlet manifold gasket which is leaking, or securing bolts which have stretchedtroubles which are quite common now that the manifold has to support a towering edifice of downdraught carburettor and air cleaner; a carburettor loose or ill-fitting on its flange; a leak in the tubing of any suction accessory such as a screenwiper, an Autovac petrol supply or vacuum-servo brakes; and, indeed, anything causing petrol starvation.

This cause of overheating is, in a



This hosepipe had, until removed, a rounded, nearly normal appearance. But the inside had disintegrated and the loose plys were producing an almost complete stoppage of water circulation.

way, the most serious one. Boiling of the radiator water through scale or a stoppage is noticeable, but it has to be carried to the extreme before real harm is done. But overheating by weak mixture may make the most vulnerable and normally too hot components, the exhaust valves, fail before boiling takes place, and without warning. Many experimenters with petrol economy find that they have saved shillings on partial to appeal or walves!

petrol to spend pounds on valves!

It may be noted that there is a simple but quite accurate way to check mixture strength without special equipment, by examining the sparking plug points. With a correct mixture they should be clean and of a dark grey-brown colour. A white ashy colour, like cigarette ash, indicates a weak mixture, and a sooty and black surface indicates a rich

mixture (unless the engine is worn and oil is reaching the plugs). The test should not be made after abnormal use of the car, such as a five-minute shopping expedition on a cool day, or a burst of speed or hill-climbing, but after cruising at normal speed on a normal run.

An engine that needs decarbonization will often overheat by reason of the carbon on the piston crown and combustion chamber. Paradoxically, over-cool running is a cause of carbon forming, and the carbon build-up, by causing overheating, may burn itself away; in many engines this is almost a regular cycle. Carbon may also be the culprit by choking the exhaust system and causing back pressure. In fact, only a modest back pressure will stop an engine completely, as is known by anyone who has backed an exhaust pipe into the bank of a lane. It can be burnt out by a garage, which may remove the pipe, erect it and cause a "chimney fire" with oxygen—with due restraint

#### **Inadequate Cooling Systems**

and caution, and outdoors!

The causes of overheating have been detailed with the exception of one rather awkward case, that of the car which is in perfect order but has an inadequate cooling system, especially when confronted with loads, speeds or climates not visualized by its maker. It will usually be that the air has a straight passage into the bonnet, aided by a fan, although in some cases it has to fight its way past a massive grille of chromium. But its exit from the bonnet is less well provided for, the air piling up against a cliff-like bulkhead, and having to be forced away, by whatever escape holes occur, through a right-angle turn. Anything which helps the air to escape, such as the cut-ting of more louvres in the underbonnet to under-wing panelling, will also help it to enter and greatly speed up the air flow.

Entirely modern cars are well cooled, but some contemporary full fronts have behind them somewhat less contemporary machinery. Between panelling and actual radiator block there is often a substantial wasted passage, which may usefully be filled by a baffle which will duct all incoming air through the

block.

Consideration of the under-bonnet air leads to a very bothersome form of overheating to which some cars are subject, in which not the engine and water overheat, but the petrol in the fuel system, causing the engine to cut out completely owing to vaporized petrol causing a vapour lock which prevents the forwarding of liquid petrol. This may affect a mechanical petrol pump bolted direct to the engine, and the cure may be the fitting of an insulating pump-to-engine gasker, though the thin nature of the normal gasket and the importance of correct pump distance from the camshaft

make it impracticable in many cases. A scoop or duct directing cool air from the side of the radiator block on to the pump may help, and—a most certain but expensive cure—the mechanical pump may be replaced by an electric one, remote from the engine. Indeed, if under-bonnet heat is extreme, an electric pump may be mounted at the rear of the car, near the tank.

If it is the pump-to-carburettor pipe which suffers from vapour locks, it may be shielded from the exhaust manifold by an asbestos shield or be lagged with asbestos string, and, in any case, it may be bent to be as far away from the exhaust as possible. Good results have been obtained by the substitution of a flexible synthetic rubber or p.v.c. pipe, which does not absorb heat, for an

existing metal one.

Some cars have the peculiarity that, although vapour locks give no trouble when the car is actually moving, they strike as soon as it is stopped and prevent a restart; the lack of moving air allows under-bonnet temperature to rise and gives free passage to direct radiant heat from the exhaust manifold. It may pay in such a case, when a short halt is made on a long hill; to open the bonnet as a routine precaution; certainly you will wish to do this rather than cut large and unfashionable louvres in the smooth, gleaming bonnet top! At all times it will help cooling if the sides of the old-fashioned centre-hinge bonnet are propped open a little, but this cannot be done with an alligator bonnet.

But if it is possible, by resetting the hinge mounting bolts, slightly to raise the rear of a bonnet of this kind, cooling for an arduous trip will be

greatly improved.

#### Council of Care

THE English often smile at the institutions of which they are most proud, and so it is with societies for the preservation of this, and the prevention of that or the other, for their aims are nearly always excellent, and even where unpractical, well meant. The Society for the Preservation of Rural England is one of which all will approve, and it is no collection of woolly idealists, but a thoroughly practical body, devoted to what is possible, as the recently issued report for 1951-52 shows. Motorists more than most are in a posi-

Motorists more than most are in a position to appreciate the English countryside,
and as users of a product which has profoundly changed man's relation to it they
have an especial interest and indeed
responsibility. The Jubilee year of the
Society was 1951 and the time was spent
in combating threats, modifying proposals
and generally fighting the gradual, but in
places horrifyingly complete, destruction
of the English countryside. The present
time is crucial, since the individual vandal
is often replaced by the impersonal and
thus more irresistible Ministry or
Government department.

The Council is desperately in need of

The Council is desperately in need of support, and those interested may communicate with C.P.R.E., 4, Hobart Place,

London, S.W.1.



BY APPOINTMENT MOTOR VEHICLE MANUFACTURERS TO THE LATE KING GEORGE VI FORD WOTOR COMPANY LTD

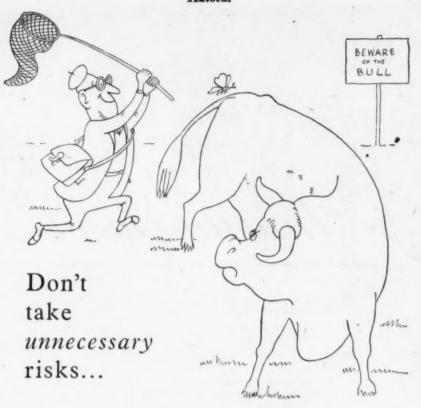
# Announcement

- We believe that economic recovery is largely a matter of halting the upward trend of costs and prices.
- If exports are not maintained output must fall with consequent unemployment and a lower standard of living.
- We are therefore making a substantial reduction in our export prices and a smaller reduction, of 5 per cent., in the Home Market on cars, commercial vehicles and tractors.
- We believe that these reductions in prices will, in due course, act as a stimulus to export trade and therefore to this country's economic recovery.
- Full benefits can only be derived from price reductions of this kind if, as we hope, they are followed by similar action throughout industry in general.



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quality. And speaking of leaps, let's talk about Springs . . .

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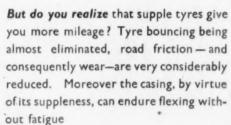
Everybody knows that supple tyres give greater comfort and protect the car

Safety

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# NEWS and VIEWS

# Ford Price List

AN important reduction in the prices of Dagenham-built Fords was recorded in *The Autocar* last week. The new home market prices in detail, with the previous totals for comparison, are as

		Old	Tel	iai	Hew Pri	List	New	Tel	tmi
Anglia		514	15	d	E	10	400	8	d
Prefect	***********	608	8	4	370	10	577	16	8
Consul	*********	771	10	0	470	0	732	12	3
Zephyr		872	AR.	- 2	532	0	859	1	- 1

As The Autocar closed for press, the Lea-Francis company also price reductions.

## Nuffield Designer

MORRIS MOTORS, LTD. have now appointed Mr. G. M. Palmer the chief engineer of the cars branch, and he will be responsible to the technical director, Mr. A. V. Oak, for the design of the four Nuffield marques: Morris,



Mr. G. M. Palmer.

M.G., Riley and Wolseley. He has been chief designer for M.G. and Riley since 1949, when he rejoined the Nuffield Organization from the Jowett company. Mr. Palmer was earlier responsible for the design of the Jowett Javelin.

### Getting Them Going

A MORE comprehensive training for recruits to the Automobile Association's road patrols has been made possible since the setting up last September of a school in Leicestershire, at Widmerpool Hall. A converted country house, the school has pleasant accommodation for leach recruits and those who are attending. both recruits and those who are attending refresher courses, well-equipped class-rooms and grounds large enough for prac-tical work in the open. The roads rooms and grounds large enough for practical work in the open. The roads around bear little traffic, and recruits, towards the end of their course, work as actual patrols locally. By the end of June this year, 530 men had attended courses.



For some time, overseas buyers have been receiving a special version of the XK120 Jaguar, with centre-lock wire wheels. Other modifications available include a special clutch and crankshaft damper, stronger torsion bars and a 24-gallon tank. Mr. Clark Gable, on location in Cornwall, recently took over the model seen here.

#### Obstingte

THE Government has again refused to permit branded petrol, but the reintroduction has been brought one step nearer by the petrol companies' tacit admission that the output from the country's

A Shell-Mex and B.P. spokesman has pointed out that the capacity of the eight United Kingdom refineries of Shell and united Kingdom refineries of Shell and Approaching United Ringdom renneries of Sheil and Anglo-Tranian is now approaching 17,000,000 tons of oil a year, and that four of the new cracking plants are specifically designed to produce high octane petrol. The same is, of course, true of other companies, whose development of refinery capacity has progressed steadily since the

#### W. W. Constantine

THE death is recorded with regret of Mr. W. W. Constantine, M.B.E., M.I.Mech.E., which took place on June 30. M.I.Mech.E., which took place on June 30. Mr. Constantine was 65 and his death, after a short illness, followed very quickly upon his retirement from the General Motors Corporation, which he represented in this country for 28 years. He was in the motor industry all his working life, having served with Daimler, Napier and Crossley before joining General Motors. He was a member of the Council of the Automobile Division of the Institution of Mechanical Engineers, and was formerly on the Council of the Council of the Automobile Division of the Institution of Mechanical Engineers, and was formerly on the Council of the Automobile Division of the Institution of the Council of the Automobile Division of the Research of the Council of the Automobile Division of the Council of the Council of the Automobile Division of the Council of t Engineers, and was formerly on the Coun-cil of the Institution of Automobile

# A FRENCH FROLIC

A REMARKABLE example of the dependence of the marathon racing cyclist on the motorist was recently furnished by the annual cycle race round France. This unique event, lasting for 23 days, arouses a wave of enthusiasm throughout the country, not equalled by

any other sport.

This Tour de France would be utterly impossible without motor cars, and this year the organization called for the use of 250 cars and 100 motor cycles with or without sidecars. The headquarters staff made use of 11 cars and six motor cycles. The bicycle team managers used 44 cars or lories, comprising travelling work-shops and breakdown vans. The mobile police had 27 motor cycles and one re-pair lorry. There were five cars and one point orry. There were five cars and one motor cycle for the general information service. Advertising firms made use of 82 cars, while the Press, radio and tele-vision required 105 and 65 motor cycles. To this official fleet must be added the

local police services and the hundreds of motorists who endeavour—not with much motorists who endeavour—not with much success—to work a way into this gigantic convoy. Obviously all this necessitates the highest degree of traffic control, for the racing cyclists must be allowed to get through without any delay, and the 350 motor vehicles must keep up to the leading group as closely as possible. It is in the Alps that the task becomes really difficult. If the cars have no difficulty in following the cyclists in the climbs, the two-wheelers hurl themselves downhill at a pace which is not easy to follow. A difficult feat for all is the climb of 4,600ft to the summit of the volcanic peak, the Puy de Dome. The same road has to be used for the climb and the descent, and after the leaders have attained the summit there must be nothing to prevent them coming down at speed while the tail-enders are tackling the gradient.

With prizes totalling £28,000, the cycling Tour de France makes most of the great Continental motor races look impecunious. Each day the leader receives £100, the total of these daily prizes alone reaching £7,000. A bicycle race of this nature would be utterly impossible under English road conditions, even if allowed

English road conditions, even if allowed by law. It is a wonderful example of co-operation between two methods of road travel and it undoubtedly contributes towards the spirit of tolerance and understanding which is a feature of

## Colonel W. C. Devereux

ON June 21 the death occurred of Col. W. C. Devereux, C.B.E., F.R.Ae.S., managing director of Almin, Ltd., and chairman of International Alloys, Renfrew Foundries, Ltd., and other engineering companies. Col. Devereux was prominent in the introduction of high-strength aluminium alloys into automobile engineering, and formed High Duty Alloys, Ltd.



Fastest time amongst the five-hundreds went to N. Sanderson's 497 c.c. Cooper, here seen toeing the six-inch "run-up" to the starting beam,

Class I (500s) was fast, the very first man up making 64.81 sec. This was red-shirted A. McGlashan from Glasgow (Cooper), who worked hard to get third place in the class on his second run. By contrast, Ninian Sanderson looked slowish but wasn't, his Cooper leading the class in 61.85 sec; in spite of a momentary faltering coming out of the Cobbler on his second run, he reduced this to 60.96 sec and clinched his win. Don Williams was good in the f.w.d. Emeryson, throwing it into corners with the power hard on, the little car responding like a cat chasing its own tail: second in the class, well deserved.

Everyone sat back on the warm rocks, taking a speculative lick of ice-cream. The photo-electric timing was immediate, the cars came up like clockwork, and . . . but no, James MacIntiyre's Lagonda Rapier had epicyclic gear box slip and only just maintained steerage way through the Cobbler; 120,73 sec, and there was time to admire the gulls riding the wind

time to admire the gulls riding the wind up the glen.

And then there was a burst of exhaust down below and Ken Wharton was away in Class 3 (500 to 1,100 c.c. blown); like a bullet, snapping through the gears, hurtling and jinking over the hot tar. He was just beyond the parapet of Stone Bridge in 30 sec, and that meant a fast time; he slipped round the Cobbler with an almost delicate flick of outstretched

# WHARTON MONARCH OF THE GLEN

Fastest (Cooper) and Second Fastest (E.R.A.) in R.S.A.C. Hill-climb

AST year's duel between Ken Wharton and R. D. Poore at the Royal Scottish A.C. hill-climb at Rest and Be Thankful, Argyllshire, was repeated on July 5, but this year the Smethwick driver with the 981 c.c. Cooper, deposed the 1951 winner, with a record f.t.d. in 54.23 sec, and even pipped Poore's big Alfa (3,800 c.c.) for second fastest, 56.14 sec, in P. H. Bell's E.R.A. Poore, in spite of a splendid try, could pull his first run time of 56.38 sec only down to 56.21. Nevertheless the old record stood'at 56.32, so that these times were eloquent of the superb conditions of last Saturday in the Glen. The event was one of those counting towards the hill-climb championship.

The sun blazed down on the old road, the by-passing of which left this readymade private venue for sporting events. Thousands of spectators perched, goatlike, on the crags, A. K. Stevenson beamed bonhomie on all and sundry, and F. J. Findon commented brightly that there were Celebrities present, including Wilfrid Andrews of the R.A.C. and Camon Hassard-Short of the rival firm over the way. But the holiday atmosphere does not lessen the hazards of the hill. Rest and Be Thankful is no picnic for a driver with an eye to the best position in his class. It starts innocuously, though with a wavy and somewhat patchy surface that obviously intends to go on. Then come the Hump and Bump, and at 50 m.p.h. you know it, while a few nameless bends are being thrown in all the time, edged by non-resilient granite boulders and by no means spacy. Up it goes, swinging right past Farm Road and under the screes from the new road above, over Stone Bridge, and then out and up again to the Cobbler hairpin. There is just time to get the wheels gripping after that, and

then a driver must cut off and make up his mind about the final hairpin, which most of them don't, scrambling round with a screech and a sigh, the former from the tyres, the latter from the observers. By this time the start banner is a speck in the valley, almost a mile away (1,425 yds) and 300ft below. Quite a hill; quite a scene—the Southerner, intent on the grim business of fifths clipped off, still cannot help feeling that he is on holiday in such surroundings.

arms, and hammered the Cooper up and round the last bend in superb style. Two seconds off the record, and class 3 in the bag, in spite of a polished effort by B. E. Bradnack's Cooper, last to bat in the category and scoring 60.09. On his second run Bradnack lowered this to 58.94.

Australian champion Keith Martin was driving W. Stuart's 1,378 c.c. Cooper, and it was a great disappointment to see the car peter out after the start. With the aid of a petrol pump from a well-wisher,



An interesting climb was that of the front-wheel-drive Emeryson in the hands of Don Williams, seen rounding the final hairpin a few yards from the finish.



There is not much room between the parapets of Stone Bridge. Neilson's XK (fastest, Class 8) shoots the gap.

Martin later began a second run, and his Australian reputation for lead-footedness seemed a bit unkind as a description of his excellent throttle-work; he had the crowd straining to follow the bright yellow figure. But as he braked for Cobbler they gasped. The car slewed and plunged into the guard rails of the nasty drop, the shoes of one wheel seeming to grip ahead of the rest. Martin was lucky not to be hurt, and finished the run on foot, Helsinki-fashion, except for a breather on the last fashion, except for a breather on the last hairpin; good fun.

By now an E.R.A. was tearing calico

by now at the start and up came R. Flockhart for fastest in class 5 (1,101 to 1,500 c.c. blown). He took a wide and seemingly sensible line at the final hairpin, dodging the terrific gradient at the apex, and was rewarded with 60.45 sec.

#### Up and Coming

Interposed at this point was a climb by R. T. Haddow's Cooper 1,000, after the successful banishment of clutch trouble. Successful banisament of clutch trouble.

The way the car rushed up the final slope was promising and, sure enough, on his second run Haddow took second place to Cecil Heath (Cooper 1,097), who had demonstrated motor mountaineering in two immaculate climbs with less than two seconds difference between them.

The Rest is, in fact, a place for the study of technique, for the magnificent visibility of the cars, all the way up, reduces the speed impression except for the outstanding examples, and only the screech of tyres conveys the stress under which the drivers are working. The 1½ to 3 litres unblown, for instance, seemed a fairly leisurely class, yet there was James Gibbon's Rover Special timed at 62.24 sec, Gibbon's Rover Special timed at 62.24 sec, and bouncing about a bit in order to get it, and J. D. L. Melvin's Frazer-Nash buzzing up like a wasp in a jam-pot to make 64.73. At some stage, four jet fighters swept up in about 18.06 sec, and one wondered if the R.S.A.C. had laid them on as This Week's Special Attraction. Bell's twin-wheeled E.R.A. was the only one of two performers in Class 7 (1,501 to 3,000 c.e. blown), and Ken Wharton must be one of the quickest selectors of ratios

this side of gas turbines, and by the time him as he gets away from the start he is going like mad. He reached Stone Bridge in 30 sec again and went over the line in in 30 sec again and went over the line in 58.73; a still better second run also bettered the 1951 record at 56.14, yet P. J. Stubberfield, in his Bugatti, was almost equally impressive in spite of his extra ten seconds. There is an air of distinction

Wharton was runner-up with Bell's E.R.A to his own f.t.d. The celebrated hill-climb car did 56.14 sec.

about Bugs which extends beyond That Radiator and Those Wheels to the way in which they do things, properly handled. The confession must be made that the spectacle of XKs competing in events is becoming repetitive, and in the over 3 litres the eye tended to go more to such as Melville's Vauxhall, whose driver worked hard to give a spirited performance for such an old car. Likewise J. Gordon Lockhart's short-chassis Bentley had verye and also the square hacked Gordon Lockhart's short-chassis Bentley had verve, and also the square-backed green Ford of Bateman, from Keighley. However, Neilson's XK was best per-former in the class, and Major A. Mac-Gregor Whitton's hat made his XK outstanding also; the major disarmingly con-fessed to selecting top when he meant tessed to selecting top when he meant second, and consequently gave the spec-tators plenty of time in which to admire the millinery, but on his second run he climbed gallantly in 77.94 sec.

And finally there was Dennis Poore—

dark, slim and complete master of the huge 3.8-litre Alfa Romeo. The sharp bark, simi and complete master to the huge 3.8-litre Alfa Romeo. The sharp chop of the gear changes came clearly up the glen as he began the ascent. He reached the bridge with nothing in it compared with Wharton, and roared on up into the Cobbler. On that he was masterly, and all 3.8 litres caught hold in a shattering acceleration up the last, steepening slope. But the car looked a bit hefty for the final hairpin, taken close in, although the twin wheels paid off in a fair speed through the finishing beam: 56.38 first run, and eventually 56.21. No one could complain on the score of consistency. Nor for any other reason. It had been a magnificent day in the Highlands of Argyll.

PROVISIONAL RESULTS.
Fastest time of day: Cooper 981 (K. Wharton), ec. . . . . E.R.A. 1.980 (K. Wharton). 56.14 Third f.t.d.: Alfa Romeo 5.800 (R. D. Poore),



# Disconnected Jottings

BY THE SCRIBE

### No Thanks

ONE of my habits on the road, which I trust is appreciated, is to acknowledge the courtesy of the driver who gives way to me when, strictly speaking, he need not—say, by delaying his exit from a minor road until after I have passed. The other night, in East Ilsley, Berkshire (a village which, when I was at school, was said to boast one inn for every five of the inhabitants), I came round a corner to find that the road immediately narrowed to single-track width, owing to repairs, for a distance of, perhaps, thirty yards. Equidistant from the other end of the constriction was a Vauxhall, but its approach was straight and the driver had been able to see the constriction from far away.



Courtesy.

I was travelling quite fast, but braked sharply and turned aside in order to let him come through. I claim no credit for the action, which was instinctive, but it was at least quick and polite, and, I should have thought, might have deserved a nod of recognition. The Vaushall drove by, the driver actually turning his head away at the moment to talk to his passenger. My own passenger remarked, quite bluntly, "Pig."

"You think so?" I asked. "Of course," she said. "You practically stood the car on its head for his benefit and he might at least have acknowledged it." We went on discussing the matter from there, and she agreed with a suspicion that I have had for a long time that courtesy between drivers is becoming rarer than it was. A pity.

## Under and Over

WHAT is under-powered? What is over-powered? They are, I suppose, matters of individual taste. I am a frugal soul, whose nature it is to make do with just sufficient, only occasionally indulging myself as a "treat." Consequently I am happy with an engine in a quite heavy chassis which asks me to change down and up frequently, and I no more expect to pull away from

6 m.p.h. in top gear than I expect to achieve a maximum of 100 m.p.h. On the normal roads of this country and, possibly, the Continent, there is unlikely to be a hill that would stop it, even if fully loaded, and I therefore consider that the car is correctly powered. A colleague with whom I frequently argue these abstractions insists that the car is under-powered because it has a lower power-weight ratio than other cars, but suspect that he really means that the car would not suit him because he is usually in a hurry. Once again the need is for ultimate standards, but who is to set them I do not know.

# To What End?

THE recent test of a caravan through Europe does not impress me when I read such statements as "... held the outfit at 70 several times ... going through Brussels, a van wheel fractured ... both van wheels crashed against their respective arches, one wheel was torn off..." For heaven's sake, who is going to be impressed by such exploits? Not the friend of mine who showed me the report; nor I, I am afraid. We were more interested in the car which provided the towing vehicle for this peculiar demonstration. It was a 3½-litre Jaguar.

# Yielding

THERE is something quite attractive about the traffic sign that has been erected at junctions in Tulsa, Oklahoma, and which parallels our "Slow—major road ahead." The Americans—who are not always pithy, it should be remembered—put it this way:—

YIELD Right of Way

Neat, isn't it?

## Sweet Sue

BUMPING and clattering over an execrable street surface the other night I wondered savagely if it were possible to sue a local authority for damage caused to a vehicle, as pedestrians do who fall down and break their legs by tripping over the edge of a paving stone. Certainly some of the streets of the mother city (old hag?) are beyond reason if one expects a car to stay entirely in one piece for the whole of its lifetime. The stone sett is admirable, well laid; the tramline, flush with the sett, need not cut tyres, although it pro-

vides the means whereby the waltz may be danced to brighten up a wet day. But when setts have sunk away from disused tramlines, settled into waves and positions in which a difference of an inch in the height of neighbouring setts is common, plus holes of unknown depth but shattering to the suspension; and when the derelict tramlines have been allowed to project knife-edges while point sections grow loose in their positions, the hardships to a car are considerable. Why should the additional hazard of dangerous surfaces be inflicted on the motorist, while at the same time the parrot cry increases to the effect that "the motorist is in charge of the poten-tially lethal weapon"? The local authority is in charge of potentially lethal streets.

# High Up

YOU may not know the Berkshire Downs, because them there Sussex yokels kick up such a song and dance about theirs that other people can't get a word in edgeways. But if you want to make the acquaintance of the Berkshire Downs, strike off to the left just north of Streatley on a summer evening, when the sun is setting well to the north-west. It is a golden switchback up to Rowstock Corner, with views of Wittenham Clumps and the earthwork at Blewbury, recently excavated. Turn left at Rowstock Corner and take A34 down towards



Golden switchback.

Newbury, passing, with as little repugnance as possible, the pre-fab sprawl of Harwell that obliterates a little more good agricultural land (there's nothing like an atom when you are hungry). Run right down into Newbury if you like, and then go back again to Wantage, or up the Lambourn Valley to the gallops, where the race-horses are trained. Wherever you go over these Downs (except Harwell), you cannot help but enjoy the feeling that here you can breathe and that eternity is closely linked with infinite space. But make it a summer evening, for the late lark's song is characteristic of Berkshire's Downs.





Although it conforms with the modern flush-sided style, the Aurelia saloon retains something of the angular, purposeful air which characterized its famous predecessors

# No. 1472: 2-LITRE LANCIA AURELIA SALOON

ANCIA has always produced quality cars in which exceptional performance and handling qualities have been obtained by unconventional mechanical means. The Aprilia saloon, introduced in 1936, showed such superiority in speed and security that it quickly became the standard by which small family cars were judged, and some British insurance companies paid it the expensive compliment of trying to rate it as a sports car. There was, accordingly, considerable interest in Britain when its successor, the Aurelia, was announced in 1950. This proved to be a larger car, but it was a typically individualist Lancia design, with a V-six engine, independent suspension of all four wheels, a pillarless unitconstruction body, and an unusual power train in which the clutch, gear box and

construction body, and an unusual power train in which the clutch, gear box and final drive were all grouped at the rear.

The first model had a 1,754 c.c. engine, but in 1951 an alternative power unit of 1,991 c.c. was produced by increasing the bore and stroke, and this larger engine is now fitted in about 75 per cent of the cars built. Unfortunately, only a very few isolated Aurelias come into Britain at present, but *The Autocar* has recently been able to road test a saloon with the 2-litre engine in Italy, through

the co-operation of the manufacturers.

Its individual layout and unusual mechanical specification give practical advantages which endow the Aurelia with a unique character. For secure road holding, safe handling, and easy running over rough surfaces, the car has very few rivals. It cruises smoothly and easily at speeds up to 80 m.p.h. with a massive indifference to imperfections of surface, and its quick, sure response to the controls enables it to maintain a high average speed through crowded traffic, or on winding roads, with the minimum of effort from the driver. In sureness of road holding and

#### DATA-

PRICE (basic), with saloon body, 2,310,600 lire = £1,359 at 1,700 lire = £1. Not available in Great Britain.

Extras: Radio, 74,500 lire.

ENGINE: Capacity: 1,991 c.c. (126.2 cu in). Number of cylinders: 6. Bore and stroke: 72 × 81.5 mm (2.83 ×

3.21in).

3.21in).
Vaive gear: o.h.v., with push rods.
Compression ratio: 7.8 to 1.
B.H.P.: 70 at 4,500 r.p.m. (B.H.P. per ton laden: 52.9).
Torque: 94 lb ft at 2,500 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 18.

WEIGHT (with 5 gale fuel), 224 cwt (2,547 lb).
Weight distribution (per cent) 50.8 F; 49.2 R. Weight distribution (per cent) 50.8 F Laden as tested: 26 cwt (2,961 lb). Lb per c.c. (laden): 1.49.

BRAKES: Type: F and R, Sabif twin ahoe. Method of operation: F hydraulic. R, hydraulic.

hydraulic.

Prum diamensions: F, 11in diameter, 2.3in wide. R, 11in diameter, 2.3in wide. indiameter, 2.3in wide. in 164 au in per ton laden).

(164 au in per ton laden).

TYRES: 165 × 400 mm.

Pressures (lb per sq in): F, 20; R, 21 (normal).

TANK CAPACITY: 13 Imperial gallons. Oil sump, 7 pints. Cooling system, 18.5 pints.

TURNING CIRCLE: 35ft 0m (L and R). Steering wheel turns (lock to lock): 3§.

DIMENSIONS: Wheelbase 9ft 4\(\frac{1}{2}\) in (F); 4ft 3\(\frac{1}{2}\) in (R.)
Length (overall): 14ft 6in.
Height: 4ft 11in.
Width 5ft 1\(\frac{1}{2}\) in.

Ground clearance: 6in.
Frontal area: 20.4 sq ft (approx).

ELECTRICAL SYSTEM: 12-volt 48-ampère-hour battery. Head lights: Double dip, 35 watt.

SUSPENSION: Front, Independent sliding pillars with coil springs. Rear, Independent with coil springs.

# - PERFORMANCE -

2-litre LANCE	AURELIA	SALO	OW		PERFO
ACCELEI				constant time in s	
M.P.H.	4.056 to 1	5.83 to	85	8.657 to 1	13.44 to 1
10-30	11.7	7.5		5.3	3.9
30-50	11.9	7.8		7.4	-
50-70	13.5	9.5		_	_
60-80	18.9	-		-	-
From rest t		cars t	: a		
	M.P.H. 30			5.9	
	50			13.2	
	70	**		27.1	
Standing qu		le, 21	4 50		

SPEED ON GEARS:

	Ge	er		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top			mean)	91.5	147
3rd				63-70	101-113
2nd			**	44-50	71-80
Int				25-30	40-45

TRACTIVE RESISTANCE: 42.5 lb per ton

#### TRACTIVE EFFORT:

		Pull (lb per ton)	Equivalent Gradient
Top		190	1 in 12
Third		297	1 in 7.5
Second		415	1 in 5.5
First	**	510	1 in 4.25
BRAKE	Sı		
E	ficienc	v Pedal I	ressure (lb)

92 per cent 74 per cent 38 per cent

FUEL CONSUMPTION:

24.5 m.p.g. overall for 394 miles. (11.53 litres per 100 km.)

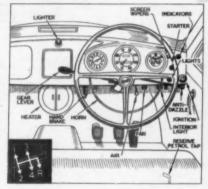
Approximate normal range 23-26 m.p.g. (12.3-10.9 litres per 100 km.). Puel: Italian Super.

WEATHER: Dry surface, wind light. Air temperature 78 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter. Model described in The Autocar of May 5, 1950.

SPEEDOMETER CORRECTION: M.P.H. Car speedometer .. .. 10 20 30 40 True speed .. .. .. 11 21 31 40.5 50 60 70 80 90 49.5 58 66 73.3 81





There are flashing indicator lamps below the head lamps and rubber cushions are set into the surface of the bumper.



Glass louvres over the side windows help to exclude rain and draughts, and the rear window has adequate width. All wing panels are removable for repair work.

## ROAD TEST . . . continued

brilliant cornering capacity it is the equal of a really good sports car.

On the Varese autostrada in northern Italy, where the top surface is breaking up and producing a network of sharpedged holes about two inches deep, the Aurelia was quite unaffected, and maintained its normal easy cruising speed of 80 m.p.h. On another occasion it was driven over a rough, unsurfaced country track, with pot-holes four or five inches deep, where a good modern car of more conventional design had been reduced to 25 m.p.h. with the suspension crashing painfully against the bump stops. The Aurelia made light of it at 40 m.p.h. without imparting the slightest sense of insecurity to the driver or passengers.

The steering is outstanding: it is light, direct and free from road shocks. It has adequate castor action and a very good lock which makes parking easy. At low speeds, especially on uneven surfaces, the characteristic slight Lancia tremor is experienced at the steering wheel, but this dies away as the speed rises. It is inherent in the sliding pillar suspension layout and is familiar to all Lancia enthusiasts.

The steering is matched by the excellence of the gear change. The mounting of the gear box at the rear of the car made it specially difficult to produce a light and easy gear change with a conventional steering column lever, but the problem has been solved with such outstanding success that there is probably no steering column change within the experience of The Autocar offering any lighter or more

precise action. The synchromesh on the upper three gears is fully effective, and helps to make this one of the outstanding conventional transmissions of the present day. Clutch action is light and smooth. If full-throttle changes are attempted, the clutch can be made to spin momentarily, but the normal change is so fast that there is really no need for such tactics.

The V-six engine is exceptionally smooth, it remains quiet over most of the speed range, and it started easily at all times. It is so flexible that frequent gear changing is not essential, but the easy gear change and well-chosen ratios make it a pleasure to use the gear box. With a maximum of 70 m.p.h. available on third and 50 on second, fast motoring on mountain roads comes as a matter of course.

The brakes are good, and can be used hard without inducing fade, as would be expected from a mountain-bred car. They can also be used hard in the wet and on corners, without provoking unfavourable reactions. In short, all the controls help to build up the impression of a quick, nimble car with a masterful performance, and contribute to the peace of mind and sense of security enjoyed by driver and passengers.

At city speeds, the ride is a little more firm than is common in current cars, but is not sufficiently harsh to prevent one writing legibly while sitting in the rear. The ride rapidly becomes smoother as the speed rises, and it is always steady and level, with complete freedom from rolling or

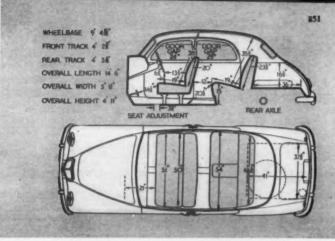
Pillarless construction leaves a large free space when the doors are open, allowing easy access to front and rear seats. Visible in front are the shrouded steering column and recirculating heater unit.







A catch inside the body releases the luggage locker lid. Alongside the spare wheel is the fuel filler, and also visible are the jack and wheel brace.



Measurements in these \(\frac{1}{2}\) in to Ift scale body diagrams are taken with the driving seat in the central position of fore and aft - adjustment and with the seat cushions uncompressed.

pitching. In its capacity for high-speed cornering and smooth riding over rough tracks, this car presents a combination of qualities much sought after but rarely achieved.

Unlike some cars with independent rear suspension, the Aurelia saloon has no discernible tendency to oversteer. With two occupants, it seems to be neutral without understeer or oversteer, and the car holds its course on corners at speeds which are limited more by the road conditions and courage of the driver than by its own capabilities. Really fast cornering on a slippery surface can cause the rear end to break away, but in a manner which is easily corrected, and this happens only after grave provocation. Special resistance to wheelspin is conferred by the independent rear suspension and contributes to the safe, consistent behaviour.

The pillarless four-door saloon is a very convenient type of body and, in the Aurelia, Lancia demonstrates once again that it can be built with the rigidity necessary for a car of high performance. The car used for the test had seen unusually heavy service, having covered over 55,000 miles, including a Mille Miglia race and an Alpine Trial, but despite its big mileage it felt taut and was quite free of body rattles. Some rumble was transmitted on rough cobbled surfaces, as often happens on cars with unit structures, but it was not excessive.

There is normally an awareness of the mechanism, but it never amounts to a noise which could be termed obtrusive. The main noise comes from the wind, which creates a sufficient roar to make conversation in normal tones rather difficult above 70 m.p.h. On the car tested, the noise seemed to be concentrated at the centre joint between the doors, and it was somewhat less noticeable on a newer car with better door seals.

All seats are entirely within the wheelbase, the tail is short, and the engine projects only a few inches ahead of the front-wheel centres. It is this lack of overhung weight which gives the Lancia its characteristic quick and certain response to the steering, contrasting so sharply with the more sleepy behaviour of cars with heavy and bulky overhangs at froat and rear. Access to both froat and rear seats is entirely unobstructed and there is generous space for four people, with room for six over moderate distances. The driving position is fairly upright and gives a good sense of control, but some people would prefer more support in the small of the back.

The curved screen gives a good range of vision and the left-hand wing can be seen by leaning forward slightly (all Lancias have right-hand drive), but the screen pillars are fairly thick. At first, the near-vertical toe board and high pedals seem unfamiliar and it is not easy to switch the foot quickly from throttle to brake pedal, but with practice it proves possible to do all that is required, including braking and changing down simultaneously.

and changing down simultaneously.

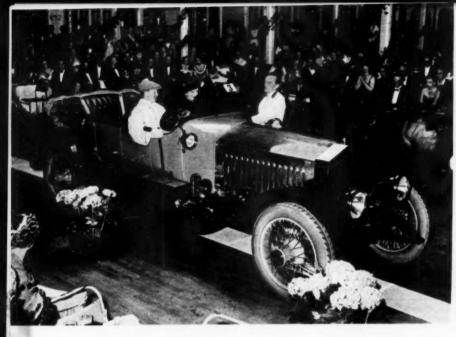
Among several improvements which have recently been introduced is a neater instrument panel with figures in white on black dials, which are easier to read than the rather showy

green and gold dials on the first series. The petrol reserve tap has been moved from the luggage locker to a mora accessible position on the floor in front of the driving seat, and the semaphore direction indicators originally fitted have now been replaced by flashing lights at the front and rear of the car. The head lamps are good enough for speeds of 70 to 75 m.p.h. at night. The light switch is pulled to put on the head lamps and turned to work the facia lighting, which is rheostat controlled. A well placed lever under the steering wheel gives a choice between side lamps and dipped head lamps, or dipped head lamps and full beam, according to the position of the facia switch. Good marks are also earned by the half horn ring. The driving mirror gives a good view of the road for a long distance behind the car, but is not wide enough to cover the full width of field available through the curved rear window. As is usual in Lancias, the interior trim is simple, almost austere. Upholstery is in cloth and the facia is in steel, cellulosed to match the exterior.

The Aurelia saloon is a tough, virile car, built to go fast and work hard. It is exceptionally safe and easy to handle and possesses road holding and riding qualities such as are still outside the experience of the great majority of motorists. It is obviously going to excite the same kind of fanatical enthusiasm among those fortunate enough to own one as has become so familiar in the case of the Aprilia.

The bettery is neatly covered and alongside it is the hand brake adjuster. In the foreground are the fuse box and twin fluid reservoirs which supply the braking system and the front suspension dampers. The single downdraught carburettor feeds into a water-jacketed manifold.





This magnificent 1914 Rolls-Royce Alpine Eagle tourer won its class for Mr. and Mrs. S. E. Sears. The crowded ballroom was completely awed by its wonderful dignity.

# MIDNIGHT ELEGANCE

B.A.R.C.'s Eastbourne Rally, Concours d'Élégance and Concours de Confort

THREE events, all under the general heading of the Eastbourne Rally, were organized and conducted last weekend by the British Automobile Racing Club. This was the sixth successive annual affair, favoured this time by splendid sunny, breezy weather. Saturday morning and afternoon were used for the driving part of the Rally, of which more in a moment; the night of Saturday-Sunday was devoted to the unique—in Britain—and now famous concours d'elégance in the Winter Garden ballroom, and on Sunday the sun glittered on cars entered for an orthodox concours de confort. All the events were conducted with a precision up to the (high) standard of this big club, with H. J. Morgan behind the baton.
Undoubtedly the midnight concours, with the ladies playing as important a part

Undoubtedly the midnight concours, with the ladies playing as important a part as the cars, was the high spot of the weekend, for this was elegance at a peak, and enormous fun. However, the road to the ballroom was obstructed earlier in the day by the driving tests, the first "first" of

the Rally being won by R. Chappell in a Dellow.

It was a deserved win, for the trials type of car was not specially favoured. There were six classes, and Chappell was more successful in his than were any other class winners. In the morning there were two tests, the first for regularity and the second for acceleration and manceuvring, both on a hill. Then in the afternoon were four other rally-type driving tests on Eastbourne's front. The first of these required each car to be driven forwards into a parking bay, in reverse out of it to turn round and re-enter backwards. C. S. M. Abbott's beautiful pale blue Paramount set the style for missing gear changes, P. A. Barden getting going well for the Dellow brigade. Subsequently the cars, more than 100 strong, filed through a parking test, an amusing forward-reverse test requiring eight alternations, and a modified Rallye Soleil test where higher speeds were interwoven with chicanes and pylons. In the last test the faster cars were

really worth seeing, but Chappell held his lead. Many M.G.s made good runs, including P. Johnson, but there was a good deal of missing out pylons in the heat of the moment, B. D. Frost (M.G.), for example, made a run typical of the fast, controlled efforts, but missed a pylon.

The tests had their amusing side. Some of the smaller family saloons' suspensions.

The tests had their amusing side. Some of the smaller family saloons' suspensions did the most extraordinary things, contrasting with the first-class stability of Morris Minors and cars built for high-speed work.

#### Social Service

At 6.30 p.m. on the Saturday the Mayor of Eastbourne entertained everyone at a cocktail party at the Winter Garden, after which competitors in the midnight concours had to move faster than ever to add the finishing touches to their cars and themselves.

The Ball itself was a noteworthy event, dancing being interlaced with cabaret



Driving on the Eastbourne front: K. Bancroft's Morgan sizzles into the final test with typical Morgan stability. Right: A good study of H. J. Lotery's M.G. and G. Sabine's class-winning Alfa Romeo in the forward-reverse test.

performances, and the last part of the cabaret being reserved for after the concours (i.e., going to bed early after a good day's exercise strictly forbidden).

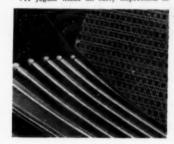
In this concours the cars are driven slowly, slowly to the centre of the ball-room, where an attendant springs to open the door. The lady dismounts, walks foreand aft of the car, and re-enters. The door shuts and, slowly again, the car is driven out. Judges included the Duke and Duchess of Richmond and Gordon, Lieut. Gol. Goldie Gardner, M.C., O.B.E., Mrs. Virginia Champion (of Vogue), Miss Winefride Jackson (Daily Telegraph), and the club chairman, Professor A. M. Low. A Jaguar S.S.100 started a procession which contained some outstanding cars, crews and ideas. S. E. Sears' 1914 Rolls-Royce was the first really impressive car, followed by the charming 1913 Morris Oxford two-seater of F. Wooton, the passenger being Miss Rene Chater. H. J. Lotery paraded his supercharged Alfa Romeo extraordinarily quietly, and shortly afterwards the outright winner, W. A. L. Cook, with Mrs. Cook, appeared in the great Freestone and Webb Phantom III twelve-cylinder Rolls-Royce.

Open cars looked smarter than ever, Mrs. Monica Colvin's grace undoubtedly

twelve-cylinder Rolls-Royce.

Open cars looked smarter than ever, Mrs. Monica Colvin's grace undoubtedly being a most important factor in the victory of S. A. Colvin's Austin A.90. Mrs. L. D. Snow drove her own XK120 into the room, and Major E. Burt's Abbout-bodied Healey just crept into the room to take second place in the class.

W. H. Waring's well-equipped Mark VII Jaguar made an early impression in

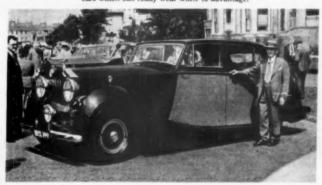


the most popular class, for closed cars registered after January 1, 1941, but the next car took first prize. This had the Countryman body built and entered by Harold Radford on a Bentley Mark VI chassis. A popular entry by the Eastbourne Chief Constable also did well in the class; a police Austin with a very smartly uniformed Police-woman Kathleen Spencer as passenger. On its entry the orchestra obligingly performed a good orchestra obligingly performed a good imitation of a siren to heighten the effect.

D. Cooper's Riley looked well with



Mrs. G. J. Offord steps from her husband's Renault. The Renault is one of the few cars which can really wear white to advantage



A. Webber's Rolls-Royce in the concours d'élégance held on Sunday. The curious hand like icing on to a cake.

its fabric top sprayed a matching green, and G. J. Offord's Renault was "made" by its white cellulose. Unfortunately it was not really happy with its pillar-box red effects, but the white suited it perfectly. L. C. Cohen entered a very fine Bentley, the car appropriately chauffeur driven with the passenger in the rear, but it fell to P. A. Barden's James Young Rolls-Royce to be runner-up to Harold Radford. Radford.

Radford.

On Sunday the cars paraded again, an important addition being J. W. C. Cross' 1933 blown 1,750 c.c. Alfa Romeo. A car even more magnificent than usual, it walked away with its class. W. A. L. Cook again won his class, and J. H. Brooks' 1952 Alvis added another new prizewinner. R. H. Austin's Hillman took the under 2-litre saloon class and P. A.

Barden emerged as a class winner with his Rolls-Royce. This B.A.R.C. weekend has such

unusual variety that, given a sunny East-bourne, as this year, it is a splendid motoring and social occasion.

#### PROVISIONAL RESULTS

Dellow (R. Chappell). 0 (Mrs. L. B. Snow).







FEW years ago I built an aerodynamic H.R.G. coupé. This was a first attempt by a complete amateur and did, in fact, turn out to be surprisingly satisfactory. Its history is fairly well known, but, to recapitulate, it was approximately 2 sec faster over the standing kilometre than normal H.R.G.s, it held the Goodwood 1½-litre sports record for a time, and was placed third in 1948 and second in 1949 in the Belgian 24-hour races. Apart from this competition work, it was used every day for business purposes, including London travel, putting up about 30,000 miles. During all this time no welded joints parted and very little structural work had to be done. All the same, I decided that something equivalent, but far more comfortable, would be worth constructing. As a preliminary therefore, I will summarize my objections to the H.R.G.

#### Hard Ride

The brakes, power-weight ratio and reliability were thoroughly satisfactory; reliability were thoroughly satisfactory; the steering was far too vague at high speeds, although perfectly usable; and the springing quite impossible. The bodywork, the seating, colour (British racing green, which never appears to fade), the basic shape, special light door construction, the use of Perspex windows, the lack of external handles and the absence of squeaks, were all really satisfactory. The screen was too steeply absence of squeaks, were all really satisfactory. The screen was too steeply sloped (this demanded a beetle-browed shape in order to get a good streamlining); the metal floorboards transmitted too much heat; the accessibility was unsatisfactory; pneumatic seat backs were not up to the standard of the rest of the seats; the doors were too narrow and the seats; the doors were too narrow and carried down too far, so that they hit against kerbs when opened; the under-shield was a pest, and the cockpit ventila-tion unsatisfactory.

I decided that in the new car the cost

I decided that in the new car the cost of the chassis was not to be considered in view of the amount of work I was going to put in, and I examined carefully every worthwhile type, finally selecting a Healey as possessing the best combination. Subsequent use has not modificate the control of fied this opinion.

Basically, the shape was to be an improved version of the H.R.G. using the same principle of thin steel tubes covered with felt, with aluminium sheet laid on them and gripped at the edges only, the floors and various other parts to be rigidly fixed to the chassis and flexibly mounted

to the body.

The data from which I worked are as follows: (a) The distance from the pedals follows: (a) The distance from the pedals to the bottom of the rear of driving seat; (b) The position of the eyes above this point; (c) The position of the wheel in order to give clearance from the lap of the seated driver, with reasonable arm room; (d) The position of the screen, aloped in this case at 45 deg in order to stoped in this case at 45 deg in order to be as close to the eye as is possible and still to leave adequate clearance from the hands at the top of the wheel. (This point is vital. If the screen can be got within 12in of the eyes, practically no side obstructions such as pillars matter.)

The screen length was taken as 15in,

The screen length was taken as 19m, as being the maximum practical size with this slope, and the eye line was taken just above the centre. The slope was a compromise; more slope gives trouble with reflections and needs a larger glass area, but gives a better streamline over the roof. The highest portion of the roof will probably be immediately above the driver's head, and this is determined by reasonable clearance (e.g., 4in) over the top of his head. A real streamline demands, in any case, a rise after the top of the windscreen, to fill the vacuum caused by the air accelerated from the top of the screen.

#### Completing the Plan

The maximum permissible rear overhang, and the position of the radiator and engine top, are also fixed points. It re-mains only to sketch in the best streamline shape from these fixed points, and the first exterior design is completed.

With regard to seating, my wife and I have always found from various cars which we have driven long distances that we arrive less tired when the feet are well raised, even up to the actual level of the hips. The seats have therefore been de-signed so that the cushion thickness when compressed is not more than lin above floor level; real comfort can be obtained noor sever; real connort can be obtained with Float-on-Air cushions even with this small clearance. The seat backs, however, have proved more successful with ultra-soft Dunlopillo of lin thick-

ness.
It is found in practice that springiness is not required in a seat back at all, but firmness without any hard spots is ideal. (They must have enough "give" to

accept the back trouser buttons comfortably!)
The seat cushions, therefore, sit right on the floorboards and are held in position by a light surround, and the back hinges from the floorboards. It can be of very light construction because all strains are taken by a strap which passes round the centre of the back and then down on both sides to brackets on the floor, near the front of the seats; this makes the back angle readily adjustable and gives lateral support in cornering.

#### Plywood Floor

It was decided this time to make all the floor and the scuttle of thin water-proof plywood, "doped" heavily with chlorinated rubber solution in order to chlorinated rubber solution in order to achieve minimum heat transmission; this was covered with thin aluminium sheet where the heat was greatest. The perpetual problem of the flexible cover for the gear box was solved by using a fabricated assembly of sail canvas next to the box, then jin of Fibreglass sheet, and then rubber-backed matting. This has proved outstandingly successful, completely eliminating gear box heat from the interior without too much weight.

When the chassis had been received I immediately bent up and welded the struc-

When the chassis had been received I immediately beat up and welded the structures in the shape desired. With the type of construction used the panelwork takes the curve of the tubing and rests on it, so that it is imperative that these tubes should carry the correct shape from the first. This means that the bending of the tubes running up the corners of the wind-screen had to be correct in three dimensions, with some very complicated curves. sions, with some very complicated curves, and, in fact, they took 31 hours each to prepare, with a maximum error of less than in. Apart from this, the rest of the work is relatively simple.

The bonnet is a completely separate

sembly; I felt that it was so important that everything under the bonnet should be accessible that I planned a rather unbe accessione that I painned a rather un-usual layout, hinging the assembly on a trunnion which I fitted into the Healey front cross-tube. For a "one-off" pro-duction it is not easy to give this type of construction rigidity while maintaining quick opening, and I finally decided that I dare not have any form of snap fastener.

The bonnet assembly hinges down on to rubber pads on welded brackets, supported from the scuttle stiffeners, and and steel tommy bars are screwed down to

lock bonnet to scuttle rigidly. These two in B.S.F. bolts are the only connections, except for two rubber-mounted stops in V-blocks at the bottom of each wing to prevent them from vibrating. It is a distinctly light construction, but has stood up very well to hard driving and racing abroad, and I can only say that light construction, properly designed, seems quite safe. For instance, the whole front of the H.R.G. construction was held up by four 2 B.A. steel bolts, and these never gave any trouble at any time. It is merely a question of distributing the loads sensibly.

The front scuttle hoop and the rear door support hoop are carried right across the car, and give a considerable increase in general rigidity when the whole assembly is welded together. As a matter of fact, it is most amusing to discover how the rigidity increases as each piece is welded into position. If any one of the parts is removed the whole assembly can be shaken fairly freely. I think this proves that there are no redundant parts—every part is hopelessly weak on its own, but if they are tied together and covered with a reasonably strong aluminium skin, the strength is quite up to normal standards (as I proved, unwittingly, when sliding the front end into a post during one of the Swiss hill-climbs).

The doors were increased in length over those of the H.R.G., but despite this the construction (which consists of a few pieces of bent 22-gauge sheet steel welded together and covered with 16-gauge aluminium) is adequately strong, and they weigh approximately 15 lb each.

#### **Body Weight**

All the panelling below waist level is in 16-gauge aluminium, and the roof in 18-gauge; the total weight of all bodywork, seating, floor, lamps, tools, and so on, comes to 3½ cwt. I think it will be agreed that it is considerably lighter than the normal method of construction, for a car which gives such very large internal space. The spare wheel has been mounted very far out at the back, as in the Healey Silverstone. This seemed a very good idea to me, as one can mount the wheel on expendable brackets, and use it as a bumper to give warning of over-backing. I have again used the extractor method

I have again used the extractor method for lowering the under-bonnet temperarures, as this was extremely satisfactory on the H.R.G. I think that the one continuous length looks neat and it does, of course, give tremendous assistance in demisting the windscreen, apart from keeping under-bonnet temperatures down. It is interesting to point out that one of the biggest aircraft experimental establishments, who were doing work on air extraction, said that, of all methods of extracting air, louvres were the only complete failures! Apparently a set functions no better than any one single louvre, the first louvre blanketing the rest. This extractor type is the recommended system, and certainly lowered the water temperature of the H.R.G. by 15-20 deg C.

perature of the H.R.G. by 15-20 deg C.

The windows consist of Perspex front triangles hinged at the front edge, and then vertical sliding Perspex windows. It was felt that three positions for these would be adequate, and they can be locked shut, Iin open, Zin open or fully open by means of a removable peg inside

The mounting of the windscreen and rear windows is also of interest, as I was able to avoid the very costly manufacture of the usual type of windscreen by employing the new Claytonrite rubber. The



During the course of construction: as the panelling rests on the tubing and follows its curves, very accurate bending and welding were essential.

openings of the windows are cut directly in the aluminium, filed exactly to shape, and the glass or Perspex is also cut to the same shape but ½in smaller all round. The Claytonrite rubber is then fitted with its special removable expanding member and makes a perfect pressure-tight seal without straining the glass. Incidentally, the large rear Perspex window is curved in both directions to match the body, and took hours of soaking in the bath with kettles of boiling water, and then stretching over a towel.

in both directions to match the body, and took hours of soaking in the bath with kettles of boiling water, and then stretching over a towel.

The method of sealing all the joints between the floor and the body, and the inside of the mudguards and body, involved cutting the floor to have lin clearance or so from the body, and then fitting a fillet of heavy-grade Rexine by the use of Boscoprene adhesive.

I have retained the original Silverstone Healey grille for the head lights, which caused a lot of controversy; it is true that the side illumination of the left-hand kerb is vital for cornering at night, but this is easily arranged by cutting the centre out of the grille, and then using the right-hand head lamp to illuminate the left-hand side, and vice versa; i.e., the head lamps shine slightly cross-eyed.

The most controversial aspect has been the fins. On all the ultra-streamlined cars there appears to be a tendency for instability at high speed with high crosswinds. When you have once tried to drive 300 or 400 miles across France with a 50 m.p.h. side wind this point becomes important, and the aerodynamic people at the aircraft research wind tunnels assured me that some rear fin area was really essential. Thus the fins are purely functional and represent the biggest extra side area which we thought could be used without looking grotesque. The shape, in fact, was drawn out by my partner, rather in imitation of the Hawker aircraft fin, and I think it will be agreed that they do blend in with the car as far as anything of this type can.

It now remains to sum up what we have got. The aim was to produce an exceptionally comfortable, fast, long-distance touring car, which could be used for certain mild racing; and it seems to me that we have achieved what we set out to do. On the M.I.R.A. tests it equalled the normal XK120 performance, and beat the normal Silverstone Healey performance quite handsomely, while in two Swiss hill-climbs it just beat the normal XK120 on a fast course, but was beaten by them on a very "hair-pinny" course, where the Jaguar second gear is so useful.

#### Results of the Shape

As the total weight is 20½ cwt with water and oil, it is obvious that some of this performance must come from the streamlining, and, in fact, the cruising speed is really high. The car goes straight up to an accurate 115 m.p.h. where the engine peaks, and there is no doubt that much more would be available with a higher top gear. It appeared likely to be at least 15 m.p.h. faster than the top speed of the Silverstone Healey, given the higher gearing, which it can easily pull. On a run of 3,000 miles across the Continent, including several Alpine climbs, and cruising normally at a genuine 70-80, the petrol consumption was 28 m.p.g. and in England it is normally between 30 and 32, and I think we must owe a good deal of this to the streamlining also.

Some of these exceptional results are certainly owed, however, to the engine tuning, very sportingly carried out by H.R.G., which seemed to produce quite a herd of new horses. Finally, I want to make it plain that while I did the actual tube bending, fitting and most of the special work, the bee-utiful smoothness and shapeliness are the painstaking sparetime work of Arthur Monroe and his friend, who never allowed anything to be too difficult—not even the fins!

R. BROCK.





Remnants of the Roman mines, known as The Scowles, are still to be found in the very dense and ancient part of the Forest. Below: All that remains of a former monarch.



## THE FOREST OF DEAN

Down Amongst the Mineshafts of a Bygone Age

By G. Douglas Bolton

THE Forest of Dean is a queer, elusive district. Although modest in area compared with other touring regions, it keeps its secrets so successfully that few could discover them without several days of careful exploration. There is no lack of roads. Any good map will show main roads, byways, tracks and footpaths criss-crossing all over the place—so much so that route-finding is a matter of some nicety. Unfortunately, the main attractions, though within a short distance of the road, are so well hidden that local guidance may prove essential.

The Royal Forest of Dean is now a National Forest Park, carefully preserved by the Forestry Commission, and covers an area of 22,000 acres; 15,000 acres are tree-covered, hence

you are repeatedly warned not to light fires, drop matches or cigarette ends. Observation towers have been built on the highest hills (nearly 1,000ft) solely for the purpose of firewatching. These look-out posts are manned day and night during hot weather and contact can be made with firefighting parties by telephone and radio.

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Towns and villages occupy clearings in the Forest or are
situated near by. Places like Coleford and Cinderford are
far from prepossessing, owing to mining activities. Coal and
iron have been worked for many centuries and the history
of this subject makes a fascinating study; you are sure to
hear about "Freeminers" when visiting this district. A
Freeminer must have been born within the Hundred of

St. Briavels, and be 21 or over. Moreover, he must live within the Hundred, and have worked a year and a day in a coal or iron mine in that area. In return he is eligible for a "gale" to work on his own, granted by the Gaveller, a Forest official.

The Court of Verderers of the Forest of Dean is still held from time to time at the Speech House, now a hotel. This court is reputed to date from the days of King Canute, and its purpose was to protect the "vert (i.e., greenery) and venison" of the forest. Officers now comprise four Verderers and a Steward; the venison has now departed but the Verderers still look after the welfare of the Forest and act as mediators be ween Crown and public rights.

#### Local Industry

There is much to visit and study. Apart from the mines there are saw-mills, turneries and wood-distillation plants. Other interests range from charcoal to ecological reserves. Monmouth is an ideal base for exploring, and a town of historic interest: the thirteenth-century gateway surmounting the Monnow Bridge is especially noteworthy. Henry V (Harry of Monmouth) guards Agincourt Square in company with the Hon. C. S. Rolls, early aviator and a pioneer of the Rolls-Royce car. The town also boasts Nelson relics, including the Naval Temple on the Kymin Hill, a notable viewpoint on the verge of the Forest to the east of the town. There is a Round Tower at the summit, the whole area belonging to the National Trust.

The Buckstone surmounts a wooded hill in correctory with

The Buckstone surmounts a wooded hill in company with a Forestry look-out tower about a mile to the east of the Kymin. It is best approached by descending to A4136, driving to Staunton and following a footpath climbing high above the Forest. From its aspect, the Buckstone (915ft) may well have served as a Druids' altar. Its fame as a rocking stone lasted until 1885, in which year a band of enthusiasts rocked it too far and over it went. The Crown hauled it up again, cemented the base, and, I hope, presented the bill to the miscreants. The view from this airy eminence can hold its own with the superlative scenes of Symonds Yat, Wursdolff and Wifesters's Leviscourse Levis

while at Staunton be sure to drive northwards to Symonds
Yat. There are widespread views of the Forest from Christ-

church and the view from the Yat Rock is of rare beauty. If you can spare the time it is worth walking from Symoods Yat station through the gorge of the Wye to The Slaughter and King Arthur's Cave, but you cannot take a car.

Another short trip from Monmouth involved a drive down the Wye valley some four miles to Redbrook where I turned off to Newland, noted for its Great Oak, an imposing church known as the Cathedral of the Forest, and a row of almshouses. The famous oak can be seen from B4231 and is situated in a meadow approached by a path which becomes a veritable quagmire after rain. Portions of my trousers still adorn the barbed-wire fencing which I negotiated to avoid this morass. The oak is 44ft in circumference and was old when William the Conqueror hunted the district.

I discovered another road joining Newland with Crossways, and then followed a careful course to the Speech House hotel and Verderers' Court, set in the heart of the Forest. Walks abound in every direction, and readers who have lost their hearts to fungi will find many bloated specimens in the vicinity.

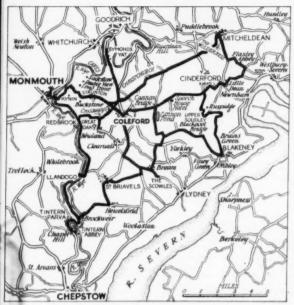
#### Blood from a Stone

One of my best trips from Monmouth followed A4136 to Staunton and Mitcheldean. I called at the Staunton Long Stone en route. This is a Bronze Age menhir possessing the remarkable property of bleeding at midnight when pricked with a pin. To avoid causing fruitless journeys I must mention that this phenomenon occurs only on certain nights! It is worth walking northwards from Staunton to the Double View and the Suckstone, the last-mentioned being a rock weighing 11,000 tons. A4136 passes within easy reach of Ruardean Hill, the highest point of the Forest at 932ft. Another fine view is from the roadside near "The Wilderness," before the descent into Mitcheldean. This vista revealed most of Gloucestershire on my visit. Mitcheldean has an interesting church with a notable reredos, but I found the town itself of little interest. My next halt was at Flaxley Abbey, an ivy-covered mansion incorporating remnants of the original Cistercian Abbey founded in 1148 and containing a "priests' hole."

Although the roads from Flaxley to Little Dean, Cinderford and Ruspidge can be found on any good map, I found



Interweaving the Forest of Dean there are many beautiful tracks.



out my camera they hopped and skipped away, shouting with laughter.

I stole down to A48, west of Blakeney, drove along it erhaps 200 yards, and then headed north-west through the Forest in search of the Roman road at Blackpool Bridge. With the help of local residents I ultimately located this wellpreserved stretch, which is quite near the road if you know where to look for it. It connected the present Lydney with Mitcheldean and Ariconium, where the Romans made their iron—largely for munitions for occupation forces. The re-mains of the Roman mines, known as "The Scowles," are still in existence and I spent a full day trying to find them. But try as I would their situation eluded me. Finally, I called at Bream post office, obtained minute directions, took the car to the most convenient point of B4231-in the direction of Lydney—and then followed a cart-track deep into a very dense and obviously ancient part of the Forest. The surroundings became increasingly eerie. At length I came to deep cuttings overhung by the gnarled roots of great trees whose foliage shut out the sunshine except for a stray shaft of light. I climbed down into the ghostly grottoes near the Devil's Pulpit, where, perhaps 1,900 years ago, the Romans, and possibly their predecessors, scooped out caves and mine-shafts. The crumbling slopes of the pits were clothed with moss, creepers and ferns, all competing with the weird shapes of branches and tree-roots to make this a fitting haunt for leprechauns. Nor was the place without danger. In searching for mines I raked among a pile of dead leaves at the bottom of a pit and exposed a slippery-looking hole, so perfect a specimen of a shaft that I went to a good deal of trouble to take a photograph in the gloom. Having carefully blazed a trail to this point, and memorized my toadstools to advantage, my return from this labyrinth did not prove too difficult!

#### THE FOREST OF DEAN

the route difficult to follow, with every opportunity to take the wrong road. Beyond Ruspidge, a narrow wooded road fringes Staple Edge, continues to Upper and Lower Soudley and ultimately descends to Brains Green. This road seems to belong to another world. The villages do not seem quite real and the forest clearings reveal streams, vivid grass and the smoke from wood fires. I followed a path, feeling that I was being watched, and had quite a shock on hearing the eerie cadence of pan-pipes. I met three children with quart bottles of milk. They were certainly playing panpipes and must, indeed, have been fauns. When I brought

Near Lower Soudley; the magnificent view makes up for the isolation of this lonely cottage.



#### continued

The statue of the Hon. C. S. Rolls is overlooked by one of Henry V in Monmouth's Agincourt Square.

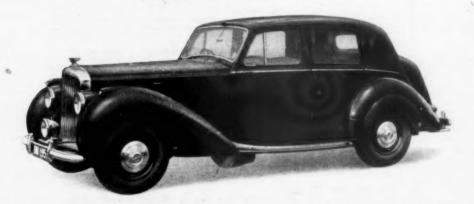


THE AUTOCAR, JULY 11, 1952

For Town or Guntry







BENTLEY MOTORS (1931) LTD., 14-15, CONDUIT SCREET, LONDON, W.1



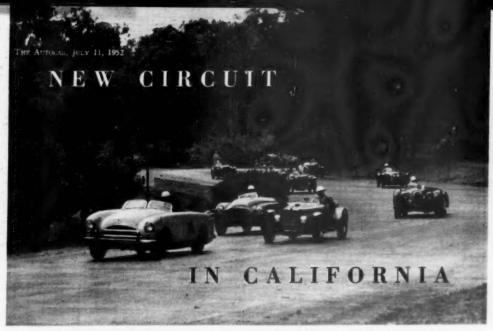
THE man who has distinguished himself in his chosen career can be expected to look for distinction in his car. The Sheerline, standing out from ordinary cars . . . unmistakably craftsman-built, is a fitting choice for such a man. It is an investment in luxury . . . a symbol of success in life.

If you look forward to possessing a Sheerline your local Austin dealer will be pleased to tell you more about it.

#### SHEERLINE WORKMANSHIP

Engine: 6-cylinder overhead valve; 125 b.h.p. bore 3.4375 in.; atroke 4.375 in.; capacity 3.995 cc. Cleatch: Borg and Beck dry single plate. Gearbox: Four forward speeds and reverse; synchromesh on 2nd, 3nd and top; steering column gear control. Rear Axie: Semi-floating, with hypoid final drive giving flat floor. Seering: Special cam gear. Sespeension: Independent coil springs at front; semi-elliptic rear springs; double acting hydraulic shock absorbers front and rear; anti-roll torsion bar at rear. Brakes: Lockheed hydraulic on all wheels. Elsectrical: Two 6-volt batteries; built-in radio with twin speakers; fresh air heating. Coackwork: Walnut veneer panelling; armchair seating, upholstered in finest leather; deep pile carpots.

AUSTIN - you can depend on it!



First lap activity: the Edwards Special about to be overtaken by Hill's Ferrari and a Willys-engined M.G.

THE new Golden Gate Park circuit in San Francisco (comparable to racing through New York's Central Park) had excited the imagination of all Western race enthusiasts for weeks. The course of 3.1 miles proved to be both interesting and difficult, having a fast but undulating straight, a fast but rough back stretch, plus a number of different and difficult hairpin turns and bends.

The San Francisco Chief of Police acted as starter for the Mayor's Cup Race for 1,500 c.c. cars, sending 17 cars on their way. Then, 30 seconds later, followed seven formula 3 cars (five Coopers and two Effyhs) which were to run their own shorter 12-lap race concurrently with the sports car event.

#### Lap One

As the cars came by at the end of the first lap it was the M.G.s of Bob Gillespic and Bill David that were in the lead followed closely by Van Dyke (Simca). R. Barlow was in fourth place. On approaching the chicame just beyond the pits David almost took the wrong turn and then braked heavily just in front of Van Dyke who, to avoid a crash, took his Simca up a bank, Barlow then going into third place. On lap 3 he passed Bill David and on the next lap moved into the lead. As soon as the Simca had a 7 sec lead Barlow eased off and maintained this margin of safety. Van Dyke's Simca retired owing to overheating.

By lap 5 the leading Cooper had caught the front line sports cars, but crashes and mechanical failure soon reduced the ranks of the 500s to only three competitors and finally, by the twelfth lap, only Sherwood Johnson in his Effyh was left, and victory

in this category was his.

By the 14th lap Pringle had brought his Simca up through the field to join the leaders and was duelling with David's potent MG. Special for third place, which position he took over on the 19th lap. The drivers were finding the very narrow diagonal chicane a nerve-racking proposi-

tion as they were going through at about 65-70 m.p.h. Coppel nudged the front end of one of the hay bales, swinging the rear of it directly into Pringle's line; there being no way to avoid it, Pringle hit it swardly housing it hack into position!

smartly, banging it back into position!

Just after the 20th lap the race officials decided to shorten this event to 28 laps and instructed the pits so to advise the drivers. Unfortunately, some of the pits were situated so near the second chicane that a few drivers were too busy to read the signals. Poor Haile Chace, leading the normal M.G.s (and in position to win the special trophy for the first of this type to finish), failed to see his pit signals and so was not concerned when he was passed by Alonso Quijano on lap 27. Also on this lap Gillespie's M.G. paid the price of his lead-footed battle with Barlow's Simca and had to slow with failing oil pressure—Pringle in the other Simca, being right on the M.G.'s tail, moved into second place, thus bringing about the first 1-2 Simca victory since the team was formed. Bill David's M.G. took a well-earned third.

#### Down to Business

Happily the chicanes were removed before the start of the Guardsman's Cup Race (for over 1,500 c.c. sports cars), giving these really potent cars an unobstructed run down the finishing straight. The favourite was the 6-litte Cad-Allard driven by Bill Pollock, but Phil Hill, at the wheel of his own 2.6 Ferrari, was expected to make him work for his victory. However, Hill had to start with the class 4 cars well back on the grid while Pollock started in the front row with the unlimited class, so at the end of the first lap Hill was a third of a mile behind the big Cad-Allard. Separating these two were Michael Graham (Cad-Allard), Von Nemann (special Jaguar), Sterling Edwards (Chrysler-engined Edwards), and Don Parkinson (Jaguar Special). On the second lap Hill brought the Ferrari past Parkinson, Edwards and Von Neumann and on

lap 3 caught and passed Graham. However, by now Pollock had a clear lead of 30 sec, having taken full advantage of the unobstructed course. On the fifth lap Parkinson brought his special Jaguar past Von Neumann Jaguar), taking fourth place and moving up on Graham's Cad-Allard.

#### Hot Work

There seemed little difference in the speeds of Pollock's Allard and Hill's Ferrari during the next few laps, the former maintaining his lead well. On the 12th lap Von Neumann brought his white Jaguar Special into the pits in such an overheated condition that when the filler cap was loosened it shot 30 feet into the air on a geyser of steam and boiling water. He dropped to 14th place before he was under way again, and retired shortly after. On the 16th lap his team-mate Sherwood Johnson arrived at the pits and put on an equally impressive display of hydraulic fireworks.

Now it was evident that Hill was gaining a couple of seconds a lap as he got used to his new mount—this was actually his first race at the wheel if the Ferrari—and excitement mounted as it appeared that if he could only maintain his present apeed he would catch the Allard by the 27th lap! On the 17th lap he had reduced the Allard's lead to 17 sec and both cars were timed at 112 m.p.h. past the pit area. Now Hill began to drive with the verve and style which have so endeared him to sports car racing fans in the west, and by lap 19 he was only 8 sec behind and passed the pits at 113.5 m.p.h. On the very next lap he had reduced the gap to only 4 sec and the crowd was on its feet cheering the little red car in its battle against the big black Allard.

to only 4 sec and the crowd was on its feet cheering the little red car in its battle against the big black Allard.

On lap 22 Graham passed Parkinson to retake third place, while Hill lost ground and was again 8 sec behind Pollock. It was then announced that this race would also be cut from 33 laps to 28—leaving Hill only six more laps in which to wear down his opponent. With only 4 laps to



Bill Pollock, winner of the Guards-man's Cup Race.



Phil Hill laps one of the XK120 Jaguars with his 2.6 Ferrari,

#### NEW CIRCUIT IN CALIFORNIA

go he reduced Pollock's lead to 5 sec (being timed through the pit area at 117 m.p.h.) and on the next circuit reduced it further to only 3 sec! On the 27th lap positions were still the same and those who knew Hill wondered what final effort he would make to snatch victory—and then were borrified to see the Allard come into view all alone! Seconds later, when the Ferrari had not yet appeared, the amouncer voiced the fears by calling for reports.

reports.

Additional drama added to the finish, for Michael Graham in the other Cad-Allard came into sight over the rise, expecting to get the chequered flag for third place, unaware that Parkinson had

reports.

found power for a last-second burst of speed designed to overtake him just be-fore the finish line. As the Allard neared the finish Parkinson pulled the Jaguar to the left to pass on the inside and, as they the finish Parkinson pulled the Jaguar to the left to pass on the inside and, as they crossed, the grille of his Jag was only a foot behind that of the Allard—Starter Torres leapt back to safety but another official was a bit slower and could not get out of the path of the Jaguar. To avoid him Parkinson swerved to the right and touched the Allard lightly but the whirling knock-off hub tore into the Allard's front tyre, bursting it and sending Graham into a wild slide which he had great difficulty in controlling, the car finally hitting a tree heavily. At this moment Hill, in the Ferrari, hove into sight at about half speed to get the flag for second place (Parkinson and Graham having actually been two laps behind). He had not left the road after all, but had been delayed by the loss of one of the two ignition coils (the weld on the support bracket had broken). Although Hill as the anderdog had won the affection of the crowd, Poliock had done a superb job of driving in the large and very powerful Cad-Allard.

A crowd estimated at 90,000 winnessed this event and it seems that this will become an annual event and one of the

continued

come an annual event and one of the three most important road races in the U.S.A.

LOUISE BARLOW.

#### FIFTEENTH ALPINE RALLY

Famous Names Among British Entries

THE fifteenth in the series of Inter-national Alpine Rallies, organized by the Automobile Club de Marby the Automobile Club de Marseille et Provence, starts today, and should prove one of the best yet seen. This year, in addition to the various capacity classes, the event includes a general classification; each daily stage includes a special test such as a hill-climb or speed trial, and these will be run on a handicap basis for the benefit of the general classification. They will, however, act only as tiedeciders, the number of penalty marks being the primary consideration.

There are five separate stages: the first,

being the primary consideration.

There are five separate stages: the first, from Marseilles to Cortina d'Ampezzo, measures 610 miles and includes a standing-start kilometre speed trial on the autodrome at Monza. The second stage starts and finishes at Cortina d'Ampezzo and includes a thirty-mile timed hill-climb up to the top of the Pordoi Pass in its 189-mile length. The third, from Cortina d'Ampezzo to Menaggio, is 496 miles long and takes in the timed ascent of the Stelvio pass, while the fourth (from Menaggio to Aix-les-Bains, a distance of 308 miles) includes a shorter timed climb, of the upper part of the Col du Frene. Finally, the fifth stage runs from Aix-les-Bains to upper part of the Col du Frene. Finally, the fifth stage runs from Aix-les-Bains to

Cannes, measures 441 miles, and brings in a similar timed climb of the Col d'Izoard. A total length therefore, of 2,046 miles is involved, the greater part of which is over precipitous mountainous ascents and descents—a gruelling test of any car.

#### One Coupe d'Or ?

Those fortunate competitors who complete the course without incurring penalty marks receive one of the coveted Coupes thanks receive one of the covered couper des Alipes, and anyone qualifying for one of these in three consecutive years receives a Coupe d'Or—a miniature gold replica of the Alpine Cup. This clause was first introduced into the regulations in 1950, and the only driver to finish without loss of market in both that and the only driver to finish without loss of marks in both that year and 1951 was our own Ian Appleyard, who, therefore, is the only driver who could win the golden cup in this year's event. Appleyard is once more competing at the wheel of his well-tried XK120 Jaguar;

the wheel of his well-tried AK 120 Jaguar; other cars of this type in the entry list include those of Ralph Sleigh and the top-line Dutch rally driver, M. Gasonides. A. G. Imbof has entered his Cadillacengined J2 Allard; this, like the Jaguars,

comes in the unlimited capacity (over 3,000 c.c.) class.

3,000 c.c.) class.

In the class between 2,000 and 3,000 c.c. there is a very strong entry of Sunbeam-Talbots. Four of these, entered as a works team, will be handled by Stirling Moss, Leslie Johnson, J. M. Hawthorn and G. Murray Frame—a very strong team indeed! Two more are American entries, the first time that any such have been received for this event; these will be driven by John Fitch and Count Kolaczowski. Driving with Fitch will be Jack Kemsley, well-known entrant of the Hillman Minx team in many recent rallies. Four more Sunbeam-Talbots will be handled by G. Hartwell, D. H. Perring, J. P. Slatter and A. B. Fraser.

In the 2-litre class, the numerous British entries include H. C. O'Hara Moore and Leonard Potter with Frazer-Nashes, and Mrs. Nancy Mitchell with a Sunbeam-Talbot. They will be opposed by Continental entries including Type 1900 Alfa Romeos and Lazia Aurelias. The 13-litre class has several entries of H.R.G. and Jowett cars from Britain; only the 750 c.c. class remains a Continental province, with Renault and Panhard forming the bulk of the entry. In the class between 2,000 and 3,000 c.c.



For the sheer joy of driving I'd like to go there in an Ill I seek, the heaven above And the road below me."

NORTH-WEST of Hexham, beside Hadrian's Wall and near the Roman fort of Borcovicus, the road runs arrow-straight under the wide skies of Northumberland. The pulsing power of your ALVIS will speedily accept such an open invitation.

In the words of "The Autocar" ROAD TEST, February 15th, 1952: "An experienced and critical driver will not fail to be impressed by the feel of the Car; its handling qualities at both high and low speeds are much above average."



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## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.A.

#### BAKER ELECTRIC

Where Has It Gone to Earth ?

[64299.]—I have received a letter from the Baker Industrial Truck Corporation, 1215, West 80th Street, Cleveland 2, Ohio, U.S.A., enquiring about the possible whereabouts of the 1902 Baker electric car which achieved a high speed in that year.

Baker electric car which achieved a high speed in that year.
The car is rumoured to have been sent to a British museum soon after the death of its designer. There is no record of this at the Science Museum, and I am wondering if this reference is possibly intended for the old Motor Museum.

South Kensington,

London, S.W.7.

Assistant Keeper,

Science Museum.

#### WELL-TRIED PRINCIPLES

A Reader's Plea to British Designers

[64300.]—With regard to the breakdown of the Jaguars in the 24-Hour Race at Le Mans, owing, it seems, to cooling trouble brought on by re-designed streamlining, here was a splendid well-tried design which had already proved its soundness by winning last year, and to compromise with its cooling system seems to me to have been asking for trouble. While nothing seems to me to have been asking for trouble. While nothing of an expert, may I say that this disappointment seems to me symptomatic of a dangerous tendency in design? That is, perfection for its own sake. It is this, surely, which has meant frustration right from the start for all the splendid efforts of the B.R.M. concern.

From all that one has read of Ferraris, their aim seems to have been to produce a basically practical design on well-tried

principles, and one which would stand punishment. To see their cars in action and to read of their successes shows how right they have been on road and track—the Bentleys, Lagondas and Invictas, the carly E.R.A.s, the Aston Martins, and, latterly, the Allards and Jaguars—have all been built on the same fundamental principle—well tried practicability. The same is true of the Nortons. I sincerely hope that for the new racing formula British designers will keep this principle uppermost.

Oxford.

#### HYDRAULIC STEERING

Where Are Its Possibilities !

[64301.]—Hydraulically operated brakes (in which I have no interest other than as a satisfied user) seem to possess a number of advantages, such as very even equal-wheel pressure and easy adjustment. They also require very infrequent attention.

Is there any reason why the principle of hydraulic operation

Is there any reason why ine principle or hydraulic operation could not be applied to the steering column?

Brookmans Park, Hertfordshire.

L. G. Jennings.

[Hydraulic servo steering is already widely used in the U.S.A., being available on Chrysler and General Motors' cars. It is also used on British Daimler buses.—ED.]

#### B.R.M.

No Likelihood of Success at Indianapolis

[64302.]—With reference to letter [64283], which raised the question of the B.R.M.'s being a potential Indianapolis winner, I not think it could possibly do it. For one thing, the great distance from the factory would make emergency replacement

distance from the factory would make emergency replacement of parts almost impossible

The chassis would have to be extensively modified to enable it to withstand the terrific strain imposed on it by the banking, the continual left-handed corners and the brick track surface.

This would mean a great amount of added weight increasing the

handicap in capacity compared with the other cars.
Wickford, Essex.
P. Munson.

continued

#### CORRESPONDENCE

#### ROVER GAS TURBINE

Approval of the Company's Modesty

[64303.]—I have read with interest your recent articles explaining the difficulties of developing the turboiet engine in small motor cars. I have also followed with delight the steady progress being made by the Rover Car company in this field of engineering, culminating a week or two ago in a speed of 152

I cannot help but admire the quiet and unspectacular manner in which the Rover people have carried out their tests. It is in which the knover people have carried out their tests. It is noteworthy that no advance publicity has ever been employed; for example, the initial trial came without warning and the present trials were announced only when the car was on its way to Belgium.

In view of the commercial revolution that will occur in many branches of the motor industry when the turboiet displaces the present type of internal combustion engine, this careful secrecy and the deliberate avoidance of undue publicity is extremely discreet.

Derek Jefferlss.

Exeter

#### ENHANCED OIL PRESSURE

Similar Experience With a Wolseley Hornet

[64304.]—I do not include myself in the classification "theorist," but I am very interested in The Scribe's story about the Frazer-Nash-B.M.W.'s oil pressure (June 27).

I experienced exactly the same type of thing on a Wolseley Hornet but, in this case, the pressure dropped on lifting the throttle, even if the revs actually increased owing to a falling gradient.

gradient.

I thought about this a great deal, and the following conclusion may interest you. (The bearings, etc., were good.) I inspected a spare crankshaft, and found the oil supply hole to the big-ends to be at the top of the bearing. I decided that the explanation was this. When the piston was working (I mean pulling) and at t.d.c., the clearance between the bearing surfaces was very slightly lessened, thus creating a higher resistance

puting) are faces was very slightly lessened, thus creating a tiggies to oil flow than when running slack.

I suggest that the conditions in the B.M.W. are exactly the same, but the oil hole is in the opposite side.

This would mean that while the bearings could be quite good, the actual clearance might, nevertheless, be a little greater than J. Allaister Hunter.

Letham, Fifeshire.

#### A Firm's Suggestions

[64305.]—We were very intrigued here by your problem presented by The Scribe under the heading "Lb per sq in" in Disconnected Jottings (June 27) and would like to put forward

the following suggestion.

The clue to the mystery seems to us to be that when the foot The clue to the mystery seems to us to be that when the foot is lifted from the throttle there occurs an immediate reversal of the load on the crankshaft and bearings and if something can move at this instant, for instance, end-float on the crankshaft, or a bearing shell moving, this might cause partial restriction of an oilway in the process, and this partial restriction would immediately tend to increase the oil pressure.

Could not another possibility be that if the car has a drilled crankshaft, the alteration of thrust might shift some sludge collected and produce the higher pressure again by restricting an oilway?

T. R. LLOYD.

Farnham, Surrey.

E. D. Abbott, Ltd.

Reversing the Load

[64306.]—Regarding your reader's query, described in Dis-connected Jottings (June 27), on the oil pressure of his Frazer-Nash-B.M.W., my explanation is that, on closing the throttle, a reversal of loading takes place throughout the engine owing to its being rotated by the road wheels. Certain oilways open to the flow of oil under normal conditions close up, the oil flow is thus restricted and the pressure builds up.

I have had a similar experience on an oldish engine when the relief valve had been adjusted. I don't know whether a reading of 14lb per sq in is low for tickover, but there seems to be an appreciable rise to normal running conditions. I

assume that the engine is as old as the car. With elderly engines, even if most carefully reconditioned, these odd incident

happen.
Thornton Heath, Surrey.

No Solution Arrived at

[64307.]—With reference to The Scribe's Disconnected Jottings (June 27), and his paragraph on "Lb per sq in," I, too, had similar oil pressure readings on my 1931 Standard.

I went to considerable lengths to rectify this phenomenon. I replaced the ball valve, spring, and other parts of the oil pump, but no improvement was obtained. When I sold the car a few weeks ago the tickover pressure was around 201b and normal running pressure 45lb, this pressure building up to the maximum gauge reading of 60lb on the overtup, but falling

normal running pressure 4310, this pressure obtaining up to the maximum gauge reading of 601b on the overrun, but falling back on my reopening the throttle.

I once thought the load removed from the big-ends might have caused the increased pressure, but various ball valve springs failed to bring the desired results, so I finally gave up the struggle.

H. W. C. GODDARD.

London, W.5.

[The Scribe thanks the many readers who have written offer-ing their suggestions, a selection of which is published above.—



The Southern Rhodesian sign referred to in the letter below.

#### SIGNS AND SYMPTOMS

A Warning in Southern Rhodesia

[64308.]—Perhaps your readers might be as amused by this sign as we are. It stands on the road between Bindura and Mt. Darwin and although we use the road frequently we have not yet been round that particular bend!

I am a regular reader of *The Autocar* and my copies are in great demand out here when I have finished with them.

Mt. Darwin, S. Rhodesia.

P. S. C. HACK.

#### THIRD BRUSH CONVERSION

No Necessity to Modify Dynamo

[64309.]—Once again I must apologise for writing you a letter dealing with a subject more than a month old, but such is the

deating with a subject more than a month old, but such is the iot of your overseas subscriber!

In Readers' Service (May 9) I was surprised to read your answer to a reader's query headed "Third Brush Conversion." Your technical department states, "It would not be possible to adapt the existing dynamo without fitting new field coils. You would be well advised to retain the present three-brush dynamo without alteration.

In point of fact I have carried out this modification to two of my cars, quite successfully, without modifying the dynamo in any way except to remove the third brush and to earth the field

any way except to remove the third brush and to earth the field lead which was previously connected to that brush. I see no reason why your correspondent "J. L. W." should not carry out the same modification with equal success.

The only difference of which I am aware is that in my case I used ex-aircraft carbon-pile regulators, which are vastly superior to the Tirrill type of regulator normally fitted to modern cars. Incidentally, my regulators cost me Is 6d each, as bought in perfect condition from a surplus dealer. The regulators were in perfect condition from a surplus dealer. The regulators were also intended for a 24-volt system, but yielded readily to adjustment of the sliding tap on the ballast resistor.







look after the car

-THAT'S MY TIP"

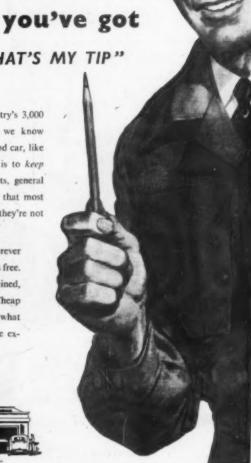


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#### CORRESPONDENCE

continued

The only possible snag I can see in using a Tirrill type of regulator with this type of generator is that this regulator requires a certain amount of inductance in the generator field coils to give a steady output voltage, whereas the carbon-pile regulator will work happily with a low-inductance field system. I would suggest that "J. L. W." looks around for a voltage regulator Type C, or Type D, as used by the R.A.F. in great quantity, and asks an ex-R.A.F. electrician to help him with initial adjustment.

adjustment

I found, on my 1935 Singer, and on my 1934 Morris, that I had to readjust the cut-outs slightly so that they would close at 13.5 volts, which, I found, was the most satisfactory voltage at which to control.

The advantages of constant-voltage over constant-current charging are so great that I feel that "J. L. W." would find it well worth his while to take a little trouble over the conversion.

CW3ALE Calcutta.

#### NAMES

Every Justification for Moss-gathering

[64310.]-In your issue of June 27 there are two letters in

If Mr. H. B. Tours [64278] could drive a car as well as Stirling Moss, and if he had done as much as Stirling Moss has for British prestige abroad, then his name and photograph would appear, rightly, as frequently as do those of Stirling Moss, and rightly again, anything he did in the world of motor sport and motor racing would be news.

if Mr. Dinsmore [64283] thinks that any mechanical genius exists on this earth who could make the B.R.M. travel as far as 500 miles then optimism must be one of his characteristics. Duddingston, Midlothian.

N. B. LAWRIE.

Duddingston, Midlothian.

#### SPORT IN AMERICA

Attitude of S.C.C.A. over Bridgehampton Entry

[64311.]—I was most interested in your recent letter from A. Erwin Goldschmidt [64244]. This touches on one of the hottest, and most inexcusable, sides of the current S.C.C.A. situation. Mr. Goldschmidt has stated the facts correctly. Ever since he won the 1950 Watkins Glen race he has been barred from S.C.C.A. events, and without any sensible reason being stated. Of course, Mr.. Goldschmidt does have one of the fastest Allards Or course, Mr. Oblaschmut also have one of the instead manufere, he does drive very well, he will push the car to its topmost limits, and he does not happen to be a member of the S.C.C.A.

Most of us thought the refusal of his entry at the 1952 Bridge-

Most of us thought the refusal of his entry at the 1952 Bridge-hampton race was an example of shockingly bad sportsmanship. Of all the cars entered by the M.G. Car Club, Goldschmidt alone was refused. Since he is known to be the best driver the M.G. Car Club has, and since his was the only car entered by that club in the big category, and since he was, after all, a placeman (third) in the last Bridgehampton race, it did seem that he should have been allowed to run. The race would have been allowed to run. The race would have been a livelier 'proceeding if he had been there, that is certain. The magazine This Week, published nationally with a circulation of about 9,000,000 and in this area by the Pittsburgh Press, shows on the cover Goldschmidt in an M.G. This was published the day after Bridgehampton, as a result of the Editors' natural conviction that a driver of Goldschmidt's prominence

published the day after Bridgehampton, as a result of the Editors' natural conviction that a driver of Goldschmidt's prominence would surely run at Bridgehampton and might well win it. Of course, the S.C.C.A. cannot keep Goldschmidt out of everything, and he recently won the Reading hill-climb sponsored by the M.G. Car Club, over a fast field including Coopers, Ferraris and Allards, by a clean three seconds. Maybe that's an indication of the trouble. Maybe if Goldschmidt were a second-rank driver he could run as often as he felt like it.

Birthwich Pennsylvania IUSA.

Pittsburgh, Pennsylvania, U.S.A.

#### MODERN COACHWORK

Recommendation to Owners of Narrow Garages

[64312.]-I was intrigued and amused by the comments of The

Scribe on modern cars and garage widths (May 23).

The trend of current body design has undoubtedly added yet another angle to the housing problem and when the proud owner eventually drives into his garage with his bigger, better,

and more bulbous example of the "export market's pride and joy" he is faced not only with reorganization of his routine, but also finding alternative accommodation for odd things such

but also finding alternative accommodation for odd things such as cycles, lawn mower, roller, garden tools and all the odd pieces which seem to have taken up abode in the garage. Car door thickness from the waist line down is, of course, the biggest problem restricting door opening in garages which were normally adequate in width for earlier models.

Might I suggest a possible solution for those fortunates who have the few necessary inches of space available beyond the side of their garage? This is to fit a light extra door in the side wall opposite the car door when parked. side wall opposite the car door when parked

Exit is quite simple and certainly easier than by:—
A. Slimming. B. Aerobatics. C. Strip-tease. D. Through
the escape hatch (sliding roof) if fitted! Wolverhampton. GILBERT ROUGHTON.

#### LB PER SO IN

Manufacturers Specify Unnecessarily High Pressures

[64313.]—I was interested to read Mr. Georges Roesch's letter [64206] regarding the merits of an oil pressure warning light as against a gauge and agree with his remarks. I would like to know the pressure at which the warning light on the Talbot was illuminated; from memory of the 65 and 75 the light went out at a fast idling speed when the pressure could not have been very great. Was this found to be sufficient for

not have been very great. Was this found to be sufficient for all running speeds? Much of the trouble caused by the presence of an oil gauge is, however, not really the fault of the gauge but that of the car manufacturer who specifies an unnecessarily high running

After a few thousand miles, when the engine has loosened up After a few thousand miles, when the engine has loosened up a bit, or on a hot day when the oil thins out, the pressure drops below normal and alarms the driver. Yet many cars are running quite satisfactorily with very low pressures.

Some cars fitted with an oil gauge have it connected on the inlet side of a full flow filter so that when the latter gets clogged the driver is shown a very pleasing oil pressure, though the bearings are not always so pleased.

Quebec, Canada.

RONALD E. PASSMORE, P.Eng., A.M.I.Mech.E.



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## Accessories

#### **DURABLE POLISH**

A POLISH called Silicote, in which silicone fluid is held in suspension, to dry out on bodywork as a hard and durable film giving a high gloss, has been introduced by Kayeff Industrial Products (Manufacturing), Ltd., Chesham, Bucking-

hamshire. The price is 4s 6d a bottle.

It contains no abrasive. When it is applied to clean finish there is a slight discoloration of the applying rag, but it is meant to be used infrequently, so the phenomenon is not important. Appliphenomenon is not important. pnenomenon is not important. Appli-cation and polishing off are easy and re-quire no knack. The coating applied to a car for this journal's test has lasted some weeks, unaffected by rain and normal washing. It seems to have been particu-larly effective on the chromium plating, and plating and paint alike have a smooth, high gloss

#### CONTACT BREAKER POINTS

IN tuning an engine a most important detail is the perfect matching of the they are forced apart, while still in the distributor, and ground by a strip of abrasive, they may afterwards swing together with a wedge-shaped gap and make con-

with a wedge-shaped gap and make contact at a small area only; and it is difficult, with the points removed, to grind them to match by guesswork.

A simple jig for point grinding has been introduced by J. W. Pickavant and Co., Ltd., Apkoway Works, Bow Street, Birmingham, I. It is of strong plastic and has pegs on which the contact breaker is contact in almost exactly the same way. mounted in almost exactly the same way as it is in the distributor; the difference in locating pegs is to provide for the

The Apkoway contact breaker points grinder, with an abrasive strip inserted between the points.

plied and to avoid a wedge-shaped gap be-

plied and to avoid a wedge-shaped gap be-ing left when the strip is removed.

This little tool, which costs 12s 6d, is easy and accurate to use. It is not diffi-cult, in grinding, so to tilt the strips as to produce the accepted refinement of very slightly domed points. It is stated to be suitable for all Lucas points as used on British cars.

The grinding strips are available only in bulk, by the gross, at £2. However, the thickness is at in approximately, and the amateur user could, with fine emery cloth, paper packing and gum, easily construct his own

Using a curvimeter on a map: the wheel travels along its threaded spindle. measuring

#### MAP DISTANCES

FOR measuring complex P plans, engineers use a little instru-ment called a curvimeter, which is equally useful for measuring map distances. The instrument has a wheel with a milled edge, running on a threaded spindle. A start is made with the wheel hard up at one is made with the wheel hard up at one end of the spindle; it is rolled along a curve (or road), and then rolled along the scale of the map in the reverse direction until the wheel is once more screwed back against the stop. The distance travelled on the scale represents, of course, the distance travelled on the scale represents, of course, the distance travelled on the scale represents. tance travelled on the map.

The device illustrated is by A. Clarkson

and Co., Ltd., 338, High Holborn, London, W.C.1, and costs 3s 6d, or 3s 9d by post.

#### NYLON SEAT COVERS

NYLON has been added to the range of materials used for the seat covers of Car-Coverall, Ltd., 168, Regent Street, London, W.1, and is available in the colours of fawn and ruby, with brown and green to be added shortly. Pipings

in the same or in a contrasting colour.
The material used is plain and has a dull It is lighter than other seat-cover naterials, but is extremely strong and does not deform; the effect in a car is attractive, and as dirt can be only superficial with nylon, such covers need only wiping to return them to their original appearance. The price is about £2 a set more than for covers made in the firm's other material Cotton-backed waterproof tartans, woollen tartans, Tygan plastic-impregnated weave, repp, Bedford cords and others—and typical examples are £15 10s for the

Morris Oxford and £13 10s for the Minor. Why are such diverse materials offered with complete impartiality by the same firm? Those who have experience of them all might sum up as follows: Nylon is tough and can be wiped clean, but above all it is a glamour material, the textile equivalent of mink. Tygan is a coarse-mesh, plastic-impregnated material which is extremely tough and resistant to exposure in open cars; it lets through Water, but itself cannot absorb water. Both the foregoing have a shining effect on men's suits, but to a negligible extent compared with some types of seat covering. All-wool tartans are soft, and delight-ful in winter, though conversely not very cool in summer. Cotton-backed tartans are a double-material with a completely waterproof interlining, thus resembling hood material and being an excellent protection for the upholstery underneath, even under rain. Repp is a furnishing material, inexpensive and hald wearing; Bedford for riding breeches) and, like nylon, is somewhat in the "glamour" class.



A Steeragrip wheel rim cover in place, showing the small and closely spaced ribs formed in the plastic.

#### STEERING WHEEL COVER

STEERING wheel rim cover, of plastic which has a smooth surface but is slightly ribbed, is being made by Creators Ltd., Silmay Works, King's Road, Weybridge, Surrey. When fitted, its smooth-ness permits the hands to slide over the wheel when maneuvring, but the ribbing affords a good hold when the wheel is lightly gripped. The appearance is lightly gripped. The appearance appleasing, and to harmonize with the facial there is a choice of colours—ivory, grey, maroon, black and dark green—while there are three sizes, for 15½-16½, 16½-17½ and 17½-18½in wheels. The price is and 17½-18½in wheels.

To fit the Steeragrip, as it is called, it is warmed before slipping over the rim. It cools to a snug fit with a good grip, but it does not actually adhere to the rim, and can therefore be removed if necessary.



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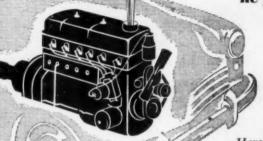
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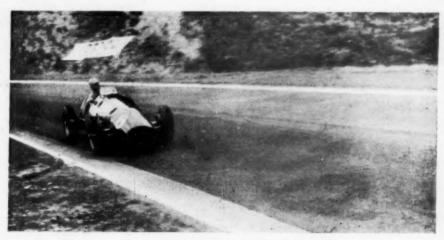
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The winner in a high speed drift: Ascari in the Ferrari.

## FERRARI REVENGE AT ROUEN

CORDINIS OUTCLASSED IN LATEST FRENCH G.P.

RACTLY a week after their sensational defeat at Rheims by the 2-litre Gordini, the works Ferrari team had their revenge in the French G.P. at Rouen. The three Italian cars finished first, second and third, never really being challenged throughout the three-hour race; fourth and fifth were two of the works Gordinis, while Peter Collins brought the first British H.W.M. home into a well-deserved sixth place.

The race this year was run on the circuit of Rouen-les-Essarts for the first time, and formed one of the series of eight Grands Prix de France which this year are the big events in French motor racing. Competition was, therefore, particularly keen on two counts, as the race counted not only towards the aggregate result of this series but also towards the World Championship as one of the principal national G.P. races. But in spite of the presence of three of the latest 2-litre Gordinis and one of the new Maseratis (driven by French veteran Philippe Etancelin), there was never any doubt as to the outcome; Ferraris were invincible.

The formula 3 race which acted as a curtain-raiser for the main event provided Britain with another win; but only just, for John Cooper was the only British entrant among those left running at the end of the race. However, he had no difficulty in repeating his last year's victory on the same circuit, while the French D.B.s filled the next three places.

THERE was no question that the Automobile Club Normand had taken great pains to ensure that the circuit of

Rouen-les-Essarts was in the best possible condition for the race. It had been completely resurfaced, and many new permanent buildings erected to add to the amenities; and what a circuit it is! From the point 6t view 6t both drivers and spectators, it very closely approaches the ideal; it includes almost every type of bend, and the downhill run from the pits to the hairpin corner known as the Virage du Nouveau Monde, through a series of right- and left-hand fast bends, is almost unparalleled elsewhere. The spectators are well catered for, because the natural terraces at many points form admirable natural grandstands; the ordinary mortal, paying his five shillings to go in to the race area, can walk almost

right round the circuit and obtain as good a view as on any other road-racing circuit in use at the present time.

The weather during practice was extremely hot. As had been expected, the works Ferraris, out to avenge their defeat at the hands if the 2-litre Gordini at Rheims the previous weekend, recorded the best practice times, Ascari achieving 2m 14.8s (just over 85 m.p.h.), Farina 2m 16.2s and Taruffi 2m 17.1s. Next came the Gordini, Behra (2m 19.3s) and Manzon (2m 20.4s) with 2-litre models, Trintignant (2m 21.2s) also with a 2-litre, and Bira (2m 22.2s) also with a 2-litre. After them, in turn, followed Fischer's Ferrari (2m 22.9s) and the H.W.M.s of Collins (2m 26.9s) and Giraud-Cabantous



Ferrari victor: Alberto Ascari climbs out of the cockpit and his helmet, besieged by



Piero Taruffi brought his Ferrari home in third place after driving faultlessly throughout the race

#### FERRARI REVENGE AT ROUEN

continued

(2m 27.5s). The new Maserati, handled by Etancelin, was slow, although pos-sibly the driver was running in a new engine as Lance Macklin was doing with the third H.W.M. Peter Whitehead put in a lap in 2m 29.5s with the new Alta, which both looked and sounded well, and it was hoped that this car's run of teething troubles was now nearing the end. Hawthorn, driving Bryde's Cooper-Bristol,

Hawthorn, driving Brydes Cooper-Bristot, experienced a series of irritating troubles, but put in one lap in 2m 32s.

Race day also dawned fine and warm, but clouds soon began to appear quite early in the day and a slight breeze made. sure that the temperature was considerably lower than on the previous two days. As the formula 3 event was scheduled to commerce at 10 a.m., long before nine all the approach roads to the circuit were thick with traffic, and by the time racing began the stands were already well filled and all the vantage points well populated. and air in evantage points wen populated. In this curtain-raising event, the main battle was expected to be between the Cooper-Nortons of John Cooper, Aston and Leston—which occupied the front row of the grid—and André Loens at the wheel of the Erskine Staride, similarly engined. Sole other British entrant was Sir Francis Samuelson, also in a CooperNorton; the remainder of the entry consisted of a mass of the French Panhard-engined D.B.s, various Continental specials and an obsolete Cooper and J.B.S. in the hands of Continental drivers.

#### Split Personalities

As soon as the flag fell it was obvious that there would be two entirely separate races, for the first four shot away from the remainder at such a rate that after five laps there was almost half a lap gap here aga there was almost nair at ag gap between the two groups. At first John Cooper led; Loens followed, but Bill Aston quickly came to the forefront and took the lead, with Les Leston on his tail. Then a series of misfortunes overstell the Reith contragant Attoric plus took the British contingent; Aston's plug lead jumped off, and he was unable to lead jumped off, and he was unable to restart the engine unaided; Leston's engine lost all its compression, while Loens' magneto packed up. This left Cooper in front, going more and more slowly to try to last out the course, while René Bonnet did his utmost with the leading D.B. to get within striking did. leading D.B. to get within striking distance. This he succeeded in doing, for it was not until the last few laps that the Cooper's pit realized the danger and hung out a "faster" signal. Thus John Cooper came home in first place—for the second year in succession—with the D.B. only seven seconds behind him. Francis Liagre had brought his D.B. into third place, but had the misfortune to break the throttle control within sight of the finish, and the Belgian driver van Hauw, with A mile place of the place o with a similar car, passed him almost on the line to snatch third position.

After this race there was a very long interval indeed, which included time for several lunches, before the cars were finally brought out for the Grand Prix proper. During this wait, the clouds gathered more threateningly still and it began to rain, which nobody had ex-pected; but it stopped before the race began. This event was run on a time basis, with a fixed duration of three hours, from 3 until 6 p.m., and before the time for the start arrived the crowd had in-creased to enormous proportions and

creased to enormous proportions and every enclosure, grandstand and patch of sloping hillside was black with people.

At last the cars were brought out to do their parade lap and form up on the starting grid. Meanwhile, the buzz of conversation reached a high pitch as the crowds pressed forward against the fences; the engines were started, the mechanics made their last-minute adjustments and stood back; the flag was raised, held for what seemed like an eternity, then dropped—and the 39th Grand Prix of the Automobile Club de France had begun!

#### Red and Blue

Immediately Ascari leapt into the lead, drawing slightly away from Farina as the cars swept down the hill, the two red Ferraris appearing to surge away from the rest of the field. Behind them came the blue Gordinis of Manzon and Behra, then the third works Ferrari with Taruffi then the third works Perrari with Tarum at the wheel, then Bira with the third Gordini and then Peter Collins with the green H.W.M., well up and going great guns. At the end of the first lap this order remained unchanged, although the gaps had widened slightly; next time round, and Trintignant, with the 11-litre works Gordini, had passed Peter Collins, and Mike Hawthorn had come up into the place behind him with the Cooper-Bristol.

Bristol.

On the third lap dramatic changes occurred, affecting the Gordini team and virtually putting paid to any concerted plan of action which they might have had lean Behra, trying hard to stave off



Bad luck again dogged Bira, seen here going ell in the early stages of the race. He was driving one of the 2-litre Gordinis.

Taruffi up the hill away from the Nouveau Monde hairpin, overdid it on the left-hand Virage Samson and slid backwards into a deep ditch, where he remained for some time. Simultaneously, Bira brought his Gordini into the pit for investigation of an engine misfire. They both eventually restarted; but each had lost three laps, impossible to recover unless trouble overtook the Ferraris. Next time round, at the end of the fourth lap, Taruffi had passed Manzon, and the works Ferrari team was in line ahead and

works Ferran team was in line ahead and seemed likely to remain there.

And it was so, with Ascari increasing his lead steadily; on his fifth lap he had gone round in 2m 19.4s, which therefore became the new record; but he hadn't finished with it yet. Meanwhile Haw-thorn was still tailing Collins, with Lance Macklin coming up in the rear. Shortly afterwards, Macklin passed Hawthorn and commenced to close on Collins; but swinging oil pressure forced him into the pit, to lose again the advantage so hard won

The race had now settled down, become uneventful, although the sheer artistry of Ascari on fast and slow corners alike never failed to enthrall the spec-tators. Now he had reduced his lap time tators. Now he had reduced his lap time to 2m 18.1s, another new record, and all without fighting with the car anywhere. Peter Whitehead's Alta, after going well at the beginning of the race and tailing Cabantous' H.W.M. steadily for some time, dropped out with a broken gear box—more bad luck for him.

Order Atter One Heur 1, Ferrari (Ascari); 2, Ferrari (Farina); 3, Fer-mari (Taruffi); 4, Gordini (Manzon); 5, Gordini (Trintignani); 6, H.W.M. (Collina).

T might have been Silverstone, Calif.,

I might have been Silverstone, Calli, U.S.A., last Saturday—a continuous light blue sky, and TC and TD M.G.s racing against one another. There was a rather small entry of 56 cars and strangely, as many should have been very evenly matched, all the races were been continuous and the same strangely.

handicaps.

The day started with a 25-lap affair for M.G.s, with a massed start and credit laps. Right away, Shipside, in a lightened and re-bodied TD of 1,350 c.c., and

handicaps.

VIRAGE DES The varied circuit outside Rouen used for the race. TO POUEN

As the race approached half-distance, so the clouds gathered again, and the rain restarted. Immediately the speed of moisture on the rubber-marked road surface made it extremely slippery. surface made it extremely slippery. Etancelin spun round on four successive laps on the same corner; Hirt, who had taken over the 12-cylinder Ferrari from Rudi Fischer (the latter's four-cylinder having blown up in practice), also spun and stalled taking some time to get away. and stalled, taking some time to get away. Macklin was another, going round quite slowly and gracefully at the hairpin. Fortunately the storm was not of long duration. The order at 2 hours remained the same as at the end of the first hour.

same as at the end of the first hour.

By now quite a number of the 20 starters had disappeared from one cause or another. Claes' Gordini had gone out with engine trouble, as had Rosier's Ferrari; Harry Schell's Maserati was out with gear box trouble; he took over de Graffenried's sister car but went out later with a broken brake pipe. Then Hawthern after were a were god to the second of the with a broken brake pipe. Then Hawthorn, after a very good run, was put out
when the radiator header tank split on
the Cooper-Bristol. Still the Ferraris
sailed round. Behra and Bira, in the two
delayed Gordinis, were now working their
way through the field, but Bira fell out
with axle trouble almost at the end. It with axie trouble almost at the end. It remained to be seen whether or not Behra could catch Collins and take his sixth place, but he failed by only 100 yards or so—and as the H.W.M. crossed the line the gear box failed and the drive disap-peared!

#### M.G.s at Silverstone

Gammon in a similar TC of 1,497 c.c., ran Gammon in a smilar IC of 1,497 c.c., ran away from the field; both these drivers performed magnificently all through the meeting. It was surprising that Gammon, with the rigid front axle, seemed faster round the corners and Shipside faster on the straights, but who was the fastest lapper was not known, as individual lap times were not available.

Farther back Llewellyn and Line were having a marvellous race on their own, first one having the advantage, then the

other; this private battle continued in later races. Eventually Gammon became a comfortable winner. R. W. Brown in his fast TA won the novices first heat and repeated the success in the next race, a handicap for cars up to 1,300 c.c. Later in the day he collected two second places, a performance which was almost equalled by T. A. M. Pigott, who collected two first places, a second and a fifth, both drivers being rewarded for really good driving. The last race but one was an impromptu relay event, the drivers changing the baton on a short unused runway at the back of the course by Maggotts corner. This was great fun and demolished quite a few marker barrels in the changeover area.

An interesting car running for the first time was the new Lotus of Colin Chaptime was the new Lotus of Coim Chap-man (see page 868). This has a tubular frame, swing-axle i.f.s. and a Ford Consul engine reduced to 1,499 c.c. Although only finished the night before, the car showed excellent speed and handling and should be a successful car for this kind event.

During the afternoon Julian Jane gave During the atternoon Julian Jane gave quite one of the best commentaries heard at a club meeting, and did much to keep everyone informed in a most exciting way during the races—a service most appreciated by spectators, who are often quite lost to know what is actually happening

lost to know what is actually happening in handicap events.

\*\*RESULTS\*\*

\*\*Handicaps\*\*—#6.6. care (28 laps): 1, M.O. TC 1,407

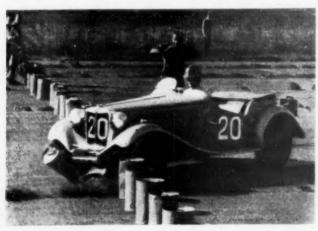
\*\*P. D. Chammon; 65,75 m.p.h. Moviess (8 lass); 1, M.O. TC 1,407

\*\*P. D. Chammon; 65,75 m.p.h. Moviess (8 lass); 1, M.O. TC 1,207

\*\*Beckwith-Smith; 61,55 m.p.h. Final fall lass): 1, M.O. TC 1,207

\*\*Care, 1,560 c.c.; 1, M.O. TA 1,207

\*\*Care, 1,560 c.c.; 1



C. G. Escott's TD strays into Skittle Alley during the relay race at Silverstone.



An interesting newcomer at the M.G. Silverstone meeting was the Lotus, with twin-carburettor Ford Consul engine "under-stroked" to give 1,499 c.c. Front suspension is by divided axle and coil springs. It was built by Colin Chapman and M. Allen.

#### SPORT THE

by J. A. COOPER

THERE was certainly no doubt about the fact that Ferrari had his revenge over Gordini in the French Grand Prix at Rouen, last Sunday. The race, in fact, was throughout a high speed Grand Prix at Rouen, last Sunday. The race, in fact, was throughout a high speed demonstration of reliability by the Ferrari team, and although the Gordini equipe was unfortunate to have two cars in trouble so early in the race, yet the eventual result could not have been affected, even had these mishaps not occurred. This success puts Ascari well in the lead for the World Championship. The British eontingent, though outclassed, put up a good show. Peter Collins' narrowly won sixth place was especially meritorious. The new Maserati, driven by Etancelin, appeared to lack low speed acceleration; but we shall get a better idea of this car's capabilities at Silverstone in the British Grand Prix, when two of this type will appear with South American drivers. drivers.

The circuit at Rouen is a particularly good one, and admirably suited to formula 2 racing. Just over three miles long, it contains nearly every sort of corner and the natural banks at many, points form admirable grandstands for the enormous crowds of spectators that attend the event.

~ ~ ~

A FRIENDLY ceremony took place just before the start of the Grand Prix last Sunday, when Etancelin was nade a Chevalier of the Légion d'Honneur. This was a tribute to his services to motor racing for France over the past 25 years. The occasion was made even happier by the fact that Etancelin was the local hero, for he hails from Rouen.

THERE is such a weight of tradition upon the Tourist Trophy race that the mere mention of it is apt to produce a feeling of respect, born of the years that have passed between 1905—when the first of the series enlivened the Isle of Mandald to the series enlivened the Isle of Mandald to the inevitable tangle of things that have come and gone makes what has remained persistently and resistantly with

us surprising and brave. Of such is the Tourist Trophy.

With a beginning whose success was clouded momentarily by a controversy over fuel consumption, the event's list of winesers. over fuel consumption, the event's list of winners includes the Arrol-Johnston, Rolls-Royce, Rover, Humber, Hutton, Sunbeam, Lea-Francis, Mercedes, Alfa Romeo, Delage, Riley, M.G. and finally the Jaguar. In torrential rain, Stirling Moss won the race in 1950, driving the XK120; in 1951, with the Type C, he repeated his win.

Under powers delegated by the R.A.C., the 1952 T.T. will be organized by the Ulster A.C. General classification will be decided on handicap. Competing cars, classified by capacity, will be given a specified number of credit laps, the number decided by the class in which each carruns. In the final result, however, in additional contents of the contents of th

runs. In the final result, however, in addi-tion to the general classification on handi-cap, each class will be treated as a separate race, with a class result.

Regulations are being framed to render eligible competing cars in the Mille Miglia, Monaco and Le Mans races. Entries from private owners will be limited to those who wish to run producimmed to those who wish to full production sports cars; manufacturers only may enter prototypes. The latter will be governed by the same rules as permitted their entry under the Le Mans 24-hour regulations. No superchargers, however, will be permitted.

will be permitted.

Classes, with the number of credit laps and required average speed (in brackets), are as follows: 501 to 750 c.c. (13 credit laps, 67.98 m.p.h.); 751 to 1,100 (8, 74.16); 1,101 to 1,500 (5, 77.87); 1,501 to 2,000 (3, 80.34); 2,001 to 3,000 (1, 82.81); 3,001 to 5,000 (scr., 84.05); 5,001 to 8,000 (scr., 84.05). The limit men must cover 68 laps of the 7.416-mile Dundrod course. Race day is September 13.

IT will be remembered that Shelsley received a sad blow this spring, when the April meeting had to be cancelled owing to lack of entries. In actual fact, the number of entry forms that had been requested was well up to strength—but closing date was not observed, and when

~ ~ ~

the "guillotine" fell, only a sparse quan-tity of forms had been returned, and Shelsley was temporarily beheaded. How-Shelisey was temporarily beneated. However, on Saturday, August 30, there is a chance to redeem the omission. The international speed hill-climb for racing and production cars will be run again. and production cars will be run again. Classes are: Up to 500 c.c., racing cars only; racing and production, 501 to 1,100 c.c., 1,101 to 1,500, 1,501 to 3,000, over 3,000 c.c. Limited to 80 cars, the entry list will close at 12 noon on Friday, August 8. Entries should be sent to the Midland A.C., 87, Edmund Street, Birmingham, 3.

IT seems to have been an all-Ferrari weekend. At Lisbon on Saturday, in the Vila Real race, Ferraris finished one— two—three; drivers were Oliveira, Mas-carenhas (both of Portugal), and Biondetti, respectively.

PERHAPS the whole spirit of the Eng-PERHAPS the whole spirit of the Eng-lish is embodied within the Segrave Trophy. As such, it is a wonderful tribute. Awarded first in 1930 (to Air Commodore Sir Charles Kingsford-Smith for his flights across the Atlantic and from Eng-land to Australia) it stands for accomplish-ment and rare endeavour by its winner in demonstrating the resultilities of termiment and rare endeavour by its winner in demonstrating the possibilities of transport by land, air and water. "The simple idea behind this tribute to Sir Henry Segrave," to quote the original announcement of its conception, "is to stimulate others also to uphold British prestige before the world by demonstrating how the display of courage, initiative and skill—the spirit of adventure itself—can assist —the spirit of adventure itself—can assist progress in mechanical development." The 1951 award goes to Geoffrey Duke, for his astonishing achievements during last year on two wheels. He certainly upholds the tradition of the trophy. Previous winners have been John Cobb (1947), who set up in that year the present world speed record at Bonneville, Utah, in the Railton; and John Douglas Derry, D.F.C. (1948), for his achievements with the de Havil-

#### COMING SHORTLY

11-12.—S. Wales A.C. Welsh Motor Rally, starting Cardiff, Cheltenham, Shrewsbury and Tenby.

12.—S. Wales A.C. Welsh Motor Rally, starting Cardiff. Cheltenham. Shrewsbury and Tenby.

17.—International Alpine Rally. France. Commenced Sc.C. Seaman Trophy race meeting. Brighton and Hove M.C. Brighton Motor Rally, Brighton sea front, 2.45 p.m. Middlesbrough and D.M.C. Sand race meeting. Redear, Yorkshire, 12.30 p.m. Middlesbrough and D.M.C. Sand race meeting. Redear, Yorkshire, 12.30 p.m. Middlesbrough and D.M.C. Sand race with the seament of the sea

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#### THE SPORT

land. In 1949 and '50 the trophy was not awarded.

THE Scottish National Trophy meeting at Turnberry airfield, Ayrshire, on August 23, has a formidable programme of short races for racing, sports, salcon and vintage cars. It will be sponsored by the Scottish Daily Express. Prize money ranges from £25 for first place in the less important races to £250 for first place in the 20-lap event, to be run under formule libre. Turnberry has a lap distance of 1.7 miles. Entries close on August 9, and should be sent to the S.S.C.C., 100, West Regent Street, Glasgow, C.2.

THIS year will be the third in which the Aston Martin O.C. has run its St. John Horsfall memorial race meeting; the venue is Silverstone, the date July 26. The event has been sandwiched in a "summer weekend," which will start on July 25 with a gathering of members and friends at the King's Arms Hotel, Bicester, Oxfordshire, during the evening, and finish with a concours d'élégance in the Market Square at Bicester on the Sunday morning, July 27. There have been many weekends before—long, short iost and otherwise—but this has been chosen especially for Aston Martins and their owners to regale themselves in; the concours classes will cater for all eras of the marque, ancient and modern, from Bamfords, Standards and Internationals

their owners to regale themselves in; the concours classes will cater for all eras of the marque, ancient and modern, from Bamfords, Standards and Internationals to DBs one, two and three.

The race meeting itself, on the Saturday, carries into practice the slogan that variety is the spice of sport. A series of 10-lap handicap races, one for 750 formula cars, will sort out the entry for the main handicap to be run later in the day, also of 10 laps. Lady drivers will have their own race, a 5-lap handicap; and 14 sports cars will compete for the Motor Sport Trophy (5-lap handicap). The David Brown Challenge Cup will be awarded to the winning team in the handicap relay race for open sports cars; each team will be made up of three cars of one make, from the invited clubs. The main race will, of course, be that for the St. John Horsfall Trophy, a 15-lap handi-

#### continued

cap for Aston Martin cars in any trim. Invited clubs: Bentley D.C., Bugatti O.C., M.G., Lagonda, Seven-Fifty, Sunbac, and Vintage. Entries close July 14, and should be sent to G. G. Taylor, Orchard Cottage, Stompond Lane, Walton-on-Thames, Surrey.

IT will be remembered that last year the Seven-Fifty Motor Club ran an ambitious six-hour relay race for sports cars over the Silverstone club circuit. The event, in the form of a handicap, was organized for teams of cars and drivers, and provided a first-class afternoon's sport for all—competitors and spectators. On Saturday, August 30, the relay will be run again. Already plans for it are in full swing, and again the secretary of the meeting will be Holland Birkett. Regulations are to be sent out shortly or may be obtained from 3, Pondtail Road, Fleet, Hampshire.

This year, however, the R.A.C. has granted a national permit for the race. A vast number of marshals and helpers is therefore required, the figure standing at almost 200. Volunteers are requested to send their names to Kenneth Bickle, 4. Pelham Court, Staines, Middlesex.

. . .

WHILE the British Grand Prix at Silverstone on July 19 seems to overshadow the smaller events in this country that come before it, there is still plenty of interest taking place this weekend. Two race meetings are the Irish Leinster Trophy on the Wicklow circuit July 12), which will be run as an all-in handicap, with scratch classes included in the main handicap for formule libre and sports cars; and the Vintage S.C.C. Seaman Trophies meeting at Silverstone on Saturday, starting at 12.15 p.m. The Irish event has a varied entry, ranging from J. D. Titteringron's 3,917 c.c. Allard and the Iona Special of M. P. Cabill, to R. Baird's Ferrari. The Silverstone meeting should be interesting, with its main race open to historic and vintage racing cars. Also this weekend are the Undercliff speed trials at Ramsgate, and the Brighton concounts Alegorees—both on Sunday.

#### CLUB NEWS

Liverpool M.C. The driving test meeting on June 29 was run with great éclat. Variety is everything in an event of this type, J. G. Reece (Ford), P. B. Reece (Riley) and W. S. Underwood (Dellow) put up best performance in two tests each, while C. L. Kinns (H.R.G.) scored first place in one test, and tied with J. G. Reece, P. Barvell (Cooper-M.G.) and A. Caldwell (Frazer-Nash-B.M.W.) in a second. Notable performance was that of M. Biberfield. He finished third on final classification, although he had failed completely in one test. Premier award was carried off by J. G. Reece, in his Ford Anglia; runner-up, B. B. Davies, driving a supercharged Morris Minor.

supercharged Morris Minor.

Plymouth M.C. Highlight of the Presidential Trophy Rally (June 27-28) was its finish, on Plymouth Hoe—where, as the story goes, Drake declared there was time enough to finish his game. It was not, however, at bowls that a large number of people plaved on Saturday afternoon (June 28). The game was modern and serious—driving around a bewildering number of pylons, with competitors and cars tired after an all-night supercharged.

run.

From five starting points on Friday evening, crews converged upon Blackmoor Gate
for breakfast the following morning. Most of
the night run was uneventful, although shift-

ing fog made the Cornish section tricky. A rigid system of time checks was maintained, and the tests on Harrowbeer airfield, near Tavistock, sorted out the entry before the finish at Plymouth. Until evening the tests continued; then the Lord Mayor of Plymouth presided at a splendid rally ball. Results: Presidential Trophy and replica: Austin 1.200 (B. K. Harper); 2, Vauxhall 2,275 (W. A. R. Harper); 3, Standard Vanguard 2,088 (J. T. Spare); 4, Ford 1,172 (V. Heard). Ladies' prize: Hillman Minx (Miss M, K. Walker).

Bugati O.C. Intermittent rain made the surface of Prescott hill shippery for the members' meeting on Sunday, July 6. However, this did not detract from the sport, .... neat climbs were made even more notable. Porteous, in his Ford-based special, was particularly tidy in both his attempts, clipping off seconds wherever possible. His time of 54.49s was second best in the 1,500 c.c. class; first was A. C. Whatmough's M.G., in 54.40s. Of the larger cars, K. Flint's Neal Spl. (over 3,000 c.c. class) was obviously not a very tractable mount, although it was no sluggard. Just after three o'clock, the rain came down heavily, and after this speeds were reduced. E. Ebdon, in the lota, was very quick on his second run (\$1.66s), even with the greasy course. Rivers-Fletcher, in his journey

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Daimler 24-litre saloon, heater, radio	€1,25
Wolseley 6 80 saloon, genuine 12,000 miles	695
Triumph Renown	£1,09
Triumph Mayflower, heater, radio	£85
Ford Pilot, heater, radio	679
(Nov.) M.G. If-litre saloon, one owner	£85
Ford Prefect, fitted with replacement engine	665
Rover 75 saloon	€1,17
Rover 75 sports saloon, fitted reconditioned engine by Rover Company	€1,17
Jaguar If-litre special equipment saloon	689
Hudson Commodore, R.H.D. saloon	61,19
Rover 12, exceptional condition	677
Bentley 34-litre sports saloon by Thrupp &	£1.00
	balance B M.T.A. Covenant)  (Sept.) Lagonda, 2.6 litre, drophead coupe, passed by Makers.  Rover 75 P.4 saloon, one owner.  Armstrong Siddelay Hurricane coupe.  Daimler 2;-litre saloon, heater, radio.  Wolseley 680 saloon, ganuine 12,000 miles Triumph Renown.  Triumph Renown.  Triumph Mayflower, heater, radio.  Ford Pilot, heater, radio.  (Nov.) M.G. 1;-litre saloon, one owner.  Ford Prefect, fitted with replacement engine Rover 75 saloon  Rover 75 sports saloon, fitted reconditioned engine by Rover Company.  Jaguar I;-litre special equipment saloon.  Hudson Commodore, R.H.D. saloon.  Rover 12, exceptional condition.  Beartley 3;-litre sports aloon by Thrupp & Bentley 3;-litre sports aloon by

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#### CLUB NEWS

through the Esses with the Bugatti 1,990, nearly ran out of road, and P. Mould (Alta 1,960 s), who followed him, appeared to be working hard to attain the summit. His time was a creditable 53.49s.

Bristol M.C. and L.C.C. and Sporting Owner D.C. The race meeting on August 4, at Thruxton airfield, will cater for sports and formula 3 racing cars. The usual number of short races has been included in the programme; it should prove a worthwhile day for enthusiasts. The course at Thruxton programme; it should prove a worthwhile day for enthusiasts. The course at Thruston measures almost two miles a lap, consisting of a 50 to 150ft wide track. It is near Andover, in Hampshire. Invited clubs: B.A.R.C., M.G., Hants and Berks, West Hants and Dorset, and Southasa M.C. (Entries close July 21; B. E. Cordon, 20, Richmond Park Road, Bristol, 8.)

Richmond Park Road, Bristol, 8.)

London M.C. While other members of the club were disporting themselves at Annecy on Sunday (June 22), an entry of 36 gathered at Redhill aerodrome, in Surrey, for the annual driving test meeting. Eight ceither annual driving test meeting. Eight ceith the "Redhill Rush," a sprint of non-eighth of a mile up a straight stretch, around a pylon, and back again. J. C. Smith, in his Vanguard, was best of the day, with only 6 marks lost. Class results are as follows:—Up to 1,586 c.e. open: 1, Deliow (R. F. Chappell). 32 marks lost. 2 Bellow (E. W. Vero, 35. Giosat. 2 Bellow (E. W. Vero, 35. Giosat. Class results are as 10.00 sc. — Up to 1,586 c.e. open: 1, Allard (F. D. Dent), 9, 2 Cover 1,586 ce. open: 1, Allard (F. D. Dent), 9, 2 Cov

avesley), 24, **Gver 1.586 c.c.**, open: 1. Allard (F. D. Dent), 9; 2, lard (S. S. Turner), 86, **Closed**; 1, Vanguard (W. Best performance by lady driver: Hillman (Mrs. randford), 54.
Team price: J. C. Smith, B. D. S. Ginn, P. W. S. britt, Loius IV (M. H. Lawson), 26s.
Sprint: Loius IV (M. H. Lawson), 26s.

sprint: Lotus IV (M. H. Lawson), 26s.
Coventry and Warwickshire M.C. Regu-larity test in the summer car trial, run dur-ing the afternoon of Sunday, June 22, was performed around the perimeter of a large field, with pylons marking "no man's land." A free-wheeling test at Bentleys' Farm was undertaken before the finish, at Water

continued

Orton. Best performance of the day: R. B. Iames, in his Ford Special.

James, in his Ford Special.

Lancia M.C. The annual inter-one-make driving tests run by this club are the high-light of the year for teams from the specialist marque clubs. On Sunday, June 22, at Bovingdon, Hertfordshire, 26 teams if three cars each competed for the premier award. A post-war Riley competed on even terms with a 1923 A.C., but the combined in-genuity of all the clubs could not prevent John G. Vessey's Lancia Lambda from putting up the best individual performance of the day. Despite this, it was the consistency of the Morgan 4-4 club entered three teams that finished first, second and filth. A team of Lancias took third place. A fine day—a fine meeting.

Lancias took third place. A nine usy meeting.

Cheltenham M.C. While fuel economy runs in America have lately had an enthusiastic backing in England—where petrol is much more expensive than in the U.S.A.—this laudable type of competition has been conspicuous by its comparative absence. However, nothing in this world can for ever be forgotten, and the Cheltenham M.C. is championing the move for more miles per gallon. Last year, the club ran a fuel economy test on a small scale. In 1952, with fresh impetus from the Butler Budget, it emerges as a national contest, with an 850-mile course through England, Wales and Scotland. Date: July 25-26.

Fuel consumption will weigh down one side of the results scale, with passenger space and the car's acceleration on the other. It should prove an interesting comparison. The

and the car's acceleration on the other. It should prove an interesting comparison. The route must be averaged at 29 m.p.h.; penalties for lateness at check points will be incurred, and special tests will determine each car's acceleration. Regulations may be obtained from W. Dembowski, Hayden Court, near Cheltenham, Gloucestershire. As a national contest, any driver holding a British competition licence is eligible to compete in it.

#### IN BRIEF

Dunlop tyres were used by Stirling Moss in his class victory in the Rheims Grand Prix, and by Ken Wharton in the Bo'ness hill-climb.

Mr. K. Macdonald has resigned his Mr. R. Macdonald has resigned his directorship of Catchpole and Marshall, Ltd., and has joined the board of Gerry Browne Motors, Ltd., 55-57, South Edwardes Square, Kensington, London, W.8, and of their associate companies.

Mr. W. H. Sanderson has become sales manager of the general rubber goods division, at Melksham, of the Avon India Rubber Co., Ltd. In *The Autocar* of July 4 he was incorrectly described as assistant to Mr. C. Harrison, Manchester area coles. area sales manager.

Mr. D. G. Abbot-Anderson has been appointed chief engineer to E. D. Abbott, Ltd., the coachbuilders, at Farnham, Surrey. For 30 years he was with the Rolls-Royce company.

Mr. A. J. Bagley, London manager of Smiths Motor Accessories, Ltd., died on July 5. He had been with the company since 1919 and had been London manager for over 25 years.

A recent appointment by C. C. Wake-field and Co., Ltd., 46, Grosvenor Street, London, W.I, is that of Mr. L. G. Pack-ham as overseas general manager. He succeeds Mr. W. F. List, now assistant managing director. Mr. Packham was previously manager of the overseas division (branches).

#### INFORMATION SOUGHT

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks : -

No. 16360. Converting to Timing Chain Drive
"T.G.A."—Any hints, where the necessary
timing wheels can be obtained, etc., for fitting to a
1936 14-litre Riley Falcon engine.
No. 16361. 1930 15.6 h.p. O.M.,
T.A.E.D."—Any available details, maintenance
data, and a handbook.

No. 16362. Ford V8 Pilot "F.V.S."—Hints and suggestions for reducing

No. 16363. 1938 9.8 h.p. Talbot "P.A.W."—Advice on maintenance; also a handbook.

No. 16364. 1936 Lanchester Ten
"G.G.J."—Hints on maintenance and a handook for the sports model.

No. 16365. Morris Family Eight "C.H."—Maintenance details, handbook and

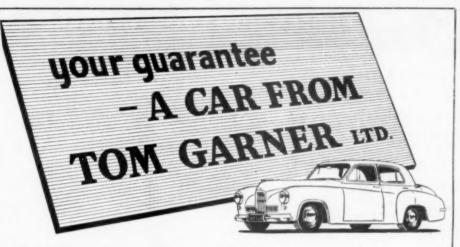
No. 16366. 1936 15.9 h.p. Austin E.S.V."—General information, running hints a handbook for Hereford saloon.

No. 16367. 1932 V-16 f.w.d. Bucciali "G.M."—All available information, descri

No. 16365. 11-litre supercharged Bugatti "D.A.J.F.H."—Valve and ignition timing, oil pressure, etc., maintenance details and a handbook for Anzani-engined model.

No. 16369. 1935 16 h.p. S.S.L. M.D.M."—General information on the Airline iei and also a handbook.

No. 16370. 1926 10-26 h.p. Singer
"A.S.M."—All possible maintenance hints and a



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- 1949 ARMSTRONG SIDDELEY Lancaster Saloon. Black, Green leather. 16,000 miles.
- 1950 AUSTIN A.40 Devon Saloon. Beige, Brown leather. 9,000 miles.
- 1950 AUSTIN A.70 Hampshire Saloon. Black, Brown feather. 8,000 miles.
- 1950 FORD V.8 Pilot Saloon. Blue, Blue leather. 6,000 miles.
- 1950 FORD "Prefect "Saloon, Green, Brown leather, 4,000 miles.
- 1950 HILLMAN Minx Mk. IV Saloon. Blue, Blue leather. 14,000 miles.
- 1950 HILLMAN Minx Mk. IV D.H Coupe. Green, Red leather. 10,000, miles.

- 1949 HILLMAN Minx Mk. III Saloon. Green, Brown leather. 6,000 miles.
- 1949 HUMBER Hawk 14 h.p. Saloon. Black, Brown leather. 25,000 miles.
- 1950 HUMBER Hawk 16 h.p. Saloon. Green, Brown leather. 9,000 miles.
- 1951 HUMBER S/Snipe Touring Limousine. Black, Brown leather. (Balance Convenant to be signed.)
- 1950 **JOWETT** Javelin I litre De Luxe Saloon. Maroon, Beige leather. 18,000 miles.
- 1950 MORRIS Oxford Saloon, Black, Brown leather. 18,000 miles.
- 1950 RILEY 14-litre Saloon. Black, Green leather, 7,000 miles.
- 1950 RILEY 2½-litre DH Coupe. Maroon, Red leather. 7,000 miles.

- 1950 STANDARD Vanguard Saloon, Black, Beige leather, 13,000 miles.
- 1950 SUNBEAM TALBOT 90 16 h.p. Saloon. Black, Beige leather. 10,000 miles.
- 1950 SUNBEAM TALBOT 90 14 h.p. Saloon. Green, Brown leather. 8,000 miles.
- 1950 TRIUMPH Mayflower Saloon. Grey, Grey leather. 13,000 miles.
- 1950 TRIUMPH Renown Saloon. St. Grey, Grey leather. 20,000 miles.
- 1950 WOLSELEY 6,80 Saloon. Grey, Brown leather. 5,000 miles.
- 1950 WOLSELEY Super Six. 25 h.p. Limousine. Black, Cloth & leather.

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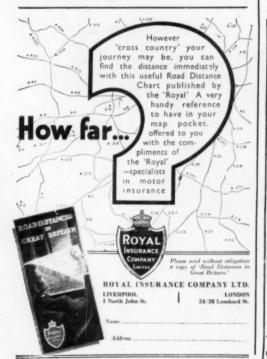
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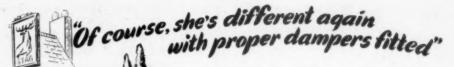
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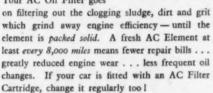
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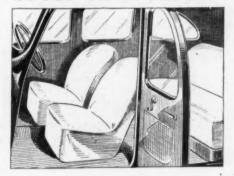
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	mileage 11,509	£925
1949	AUSTIN A40 saloon, recorded	
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1947 ROVER 16 h.p. sports saloon de Lux	(6.
one owner	
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1940 AUSTIN 10 saloon de Luxe	642
1940 AUSTIN TO SHOUL OF LUXE	626
1940 STANDARD 8 h.p. Tourer	524
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1939 AUSTIN 10 saloon de Luxe	
1939 AUSTIN 12 saloon de Luxe	£36
1939 SUNBEAM-TALBOT 10 h.p. sales	OD
de Luxe	£45
1938 MORRIS 8 saloon de Luxe	827
1938 ROVER 16 h p, saloon de Luxe	438
1937 FORD 8 saloon de Luxe	621
1936 MORRIS 10	
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	ROVER 16 saloon.	6579
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# High grade used cars with six months' guarantee

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1950	AUSTIN A.125 Sheerline Saloon, radio, heater, 15,000 miles	£1,395 • 19	miles. B.M.T.A. Con	
1951	AUSTIN A.70 Saloon, heater, 12,000 miles. B.M.T.A. Con	. 10	50 MORRIS Six Saloon, 6,000 miles 51 RILEY 2½-litre Saloon, 9,000 miles. B.M.T.A. Con.	
1950	AUSTIN A.40 Saloon, heater, 4,000 miles	£995 • 193	7 ROLLS-ROYCE 25 30 h.p. Carlton Foursome Drophead	,
	(Dec.) ARMSTRONG SID- DELEY Hurricane Drophead Coupe, heater, 12,000 miles	E1.195	Coupe, blue black with green leather upholstery  VAUXHALL Wyvern Saloon,	£1,575



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1.12-4 5. Kinnerton St., Wilton Place, London, S.W.1. Solome 5624. CORDON CARB (LONDON), Ltd.—1950 Allard salont: CORDON Mouse, 373, Euston Rd., London, N.W.1, Euston 6611. DAGENHAM MOTORS. Ltd., offer the tallowing

1950 Allard saloon, blue, 15,000; £1,095. 1950 Allard drop head coupe, blue, recon, engine; 1948 E765. 56 Park Lane, W.1. Regent 4966; 574 Ealins Rd., 56 Alperton, Middex, Erivale See, Sand 8 and 8 and Sander Rd., Galford, Se. 8 Bilber Green 2016

BARTLETT.—Allard 1948 J type sports 2-seater finished in silver and red, careful owner; &475.— 27a Pembridge Villas, W.II. [C101]

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### ALLARD

4-seater tourer, brown leather, 22,000 miles, a most attractive and 1948 Allard genuine To TO genuine 22.000 miles, a most attractive and fast sports car; £550. POBBINS, 96-96, Upper Richmond Rd., East Putney, S.W.15, Tel. 4581. 1949 model Allard 4-senter: £565.—Clayfon's Car-Nw.1 Tel. Euston 5226 55 linest. (Closson 1951 black saloon, 17,000 miles, heater, radio, corenant free, £962.—Havne-Jentins, Kinzugate, 55, London Rd., Maidstone, Rest. (2008)

Kinemate 55, London Rd., Maidstone, Kent. (2005)

A LLARD 1962 d-seates smorts lourer with export ending, 26,000; £550, or would exchange 4-seater drop head, cash either way.—Grovenor 2653. (C6012)

\$ 5 9 5 111-1964 Allard drop head four-onic coupe, in Market with red teather, excellent nood, asceial CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Leighton Buzzard, Leighton Buzzard, 16,000; Leighton Buzz

BARTLETT, the Allard buyers.—27a, Pembridge Willas, W.II. PRIVATE buyer requires Allard, preferably in East, Midlands area.—Box 1512.

CAMBEN MOTORS true thy require a 1950 Allard motors. Ltd. Lake St., Leighton Buzard. (W105) Beds. Tel. 2041 (5 lines). PRIVATE buyer offers £600 cash for best Ford-engined
Allard offered next seven days. See under Triumph
Dolomite.—Box 1318.

R ICHARDS & CARR (previously Potter & Richards), the best Allard buyers.—35, Kinnerton St., Wilton Place, London, Sw 1, Soane 5424, W3045

### ALVIS

1) ICKS 1939 Alvis 14hp saloon famous 12/70 model, very Dicks CAR SALES Ltd., 385-401 High Rd., Kilburn Maida Vale 6688-9. RAYMOND WAY.

RAYMOND WAY of Kilburn.

AYMOND WAY, the hire purchase specialists.

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33 & Avis 14-40 sports askon original British recipility and the specialists are proposed to the specialists at a cost of £100 and has just complete spine overhaul has just complete Sto miles extend at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just complete 500 miles £250 km at a cost of £100 and has just cost of £10

TOACHCRAFT offer

2.495—1947 Alvis 14hp shooting brake, attractive terior trimmed throughout in Con oily hide, excellent terior trimmed throughout in Con oily hide, excellent made vehicle which cost new nearly £1.500, radio and trim Windromes. 5 months' written guarantee: term trim Windromes. 5 months' written guarantee: term

d exchanges.
GOACHCRAFT, Elm Rd., Evesham. Tel. 6539. B. J. HUNTER, Ltd., offer:-

Head of the state 1939 Speed 25 saloon, exceptionally well main-tained; £485.—Box 1565.

JAMES H. GALT. Ltd., Glasgow, see our advertise-nent under new cars for salo.

ROOKLANDS, Alvis distributors, new 3-litre. 1952 Alvis 3-litre sports 2-seater, black, red.

1951 Alvis 3-litre saloon, grey, maroon. 1951 Alvis 14hp sports 2-str., red. cream.

1950 Aivis 14hp saloon, grey, small mileage. 1949 Alvis 14hp saloon, black, radio, heater,

1948 Alvis 14hp utility, attractive body, LVIS cars examined and approved by makers.

BUY or sell your car. 103. New Bend St., London, W.1. Mayfair 8351-6. 1948 Alvis 14hp shooting brake, Brooklands body:

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

1 anne, without goards.

1950 divis 14, special sports 2-seater, green with maculate, price £1.075.

18623 H. GALT, Ldc., Alvis distributors for Scotlands, and Sa. Woodands Rd., Glasgow, C.5. Douglas and Sa. Woodands Rd., Glasgow, C.5. Douglas

1950 minus 1950 minus

£400 o.n.o. secures 1956 Alvis 16.9hp v.d.p. silver to grey d.h. coupe, exceptional condition.—Major Jarvis, 11 "A." Vehicle Depot, Ashchurch, Fewkesbury, Gloss. NAYLOR & ROOT —1950 Aivis 14 sports 2-seater, vivory red hide, low mileage, attractive: 2985 six SWID but 5272 —49. East Rill, Clapham Junction.

S.W.11. Batt. 5272.

(C3022

2.205.—1935 Alvis 20hp 7-seater limousine, long chassis, in immaculate condition through-uncorn tyres, new batteries.—Bray Motors, 180-184.
West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Alvis 3-litre asioon, finished maroon with maroon leather upholstery, in excellent condition maroon leather upholstery, in excellent condition maroon for Sectiand Condition and Condition of Sectiand Tames H. GALT, Ltd., 52. Woodlands Rd., Glasgow, C. S., Douglas 7598.

A LVIS 3-litre saloon black with tan upholstery, registered July, 1951. B.M.T.A. consent to sell, special offer; £1.800.—Allens of Bristol, Berkeley Sq., Bristol, 8. Tel. 2251.

A regulative out of the second of Bristol, Berkele Secure 2017, 2018. Allena of Bristol, Berkele Secure 2018. A VIS 1996 31, -hitte, special Mulliner conchwork, A VIS 1996 31, -hitte, special Mulliner conchwork, bot takes full-size soin trunk, Plo03, twin foss, telecontrols, etc., sood home most important for this very dear friend—Box 1271. alex service and 590 Bradshawgate, Bolton 1711, alex service and 590 Bradshawgate, Bolton 1711, 4090; and 1716, Denastrological Constant of the Secure 2018 and 1716, Denastrological Constant

1948 Alvis Fourteen saloon, black with brown leather, heater and seat covers, very carefully looked after, in excellent condition; write or telephone for full particulars; your second-hand car taken a exchange.—Herbert Robinson, Ltd., Cambridge, Tel.

4461. (2905)
E395 (III—Late 1938 Aivis 25hp sports saloon, short special features and extras. Levax telecontrol shock abspecial features and extras. Levax telecontrol shock as a magnificently constructed car with south Aivis smooth and exhibitating performance.

CAMBEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5) lines. (C1035)

595. Aivs 14, March, 1948, 4-door 4-seater 595. Stans,—Aivs 14, March, 1948, 4-door 4-seater shooting brake, natural timber body, shiding slass windows, drop tail-board, red leather unbolatery, fold-flush rear seat, radio, moderate milease, sood tyres, carefully used, excellent conditions: terms, exchanges, taix; open 3-7 week-days and Saturdays.—Row land Smith. Hampitead Fully. Hampitead 6941, 5041.

C4018

de nú green leisther and carpets, burr walnur
tillinas, storde for lengthy period, as brand new inside
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period, as brand new inside
teneral new tyres, new batteries, appearance and performance equal to a current model Bentley, an arisotrai at a most attractive price.—Speedsters, Ltd., Horley
23. (See Sports Car collumn). (C4020)

ROWLAND SMITH'S. Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead Righ St. (Hampstead Tube), Ham. 6041. [0914

XXX Cash immediately for good Alvis.—H. F Edwards, 28, Upper High St., Epsom 9400 (W2001

1947 14hp saloon or brake, well maintained, single owner preferred, for private buyer.—Box [5417] CHARLES FOLLETT, Ltd., buy good late model cars. -18. Berkeley St., W.l. May, 6226. Service Works and Stores: Barnsdale Yard, off Eigin Ave., W.S. Tel. Cunningham 3956-7-8

Tel. Cunningnam Alvis &pares and Service

DISMANTLING Alvis 20 1935 and 17hp 1936 and 1934.—Motolympus Welshpool (Tel. Oswestry 480).

Alvis Spares and Service CERVICE and spares for Alvis cars.

LVIS. Ltd., Service Station, SN. Finchley Rd., London, N.W.I. Tel. Speadwell 6762-5-4. 'Grams, uscar Gold, London. Sp. at Aivis, Ltd., Service Station, Holyhead Rd., ND at Aivis, Ltd., Service Station, Holyhead Rd., Coveniry, Fel. Soll. Grams, Alvis, Covenity. CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266. SPARE parts.

Service: Barnsdale Yard, off Eigin Ave., W 2. Tel. Cunningham, 5936-7-8. [0593] KINGSTON-ON-THAMES,—Sales, Service and Spares. -G. W. Wilkin, Ltd., Weston Park, and 94. Eden St., Kingston 2241.

A LVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnace Lane, Man-chester 19, Rus, 2874-5.

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1952 Henry J. Kaiser, all extras, whitewall tyres, approximate mileage 2,000. Herbores alsoon, right-hand drive, fitted with all extras.

Chevrolet 4-door saloon, with extras.

1952 (manufacture) Buick r.h.d., all extras, 90 miles only.
1954 Buick convertible, all extras, loose covers.
1948 Dodge, right-hand drive, all extras, black.
1949 Pontiac, hydramatic drive, all extras.

1950 Ford Six, excellent condition, cream.

1950 Studebaker Champion, righti-hand drive, all 1950 estras, srev. 1949 Busk convertible, all extras. 1952 Studebaker Champion, 4-door, overdrive, extras, left-hand drive, 1949 Oldsmobile Rocket Model 98, fitted with all trians, left-hand drive, 1949 Car Specialists, Weimberg 8931, 2933. (Coll) Car Specialists, Weimberg 8931, 2933. (Coll)

JOE THOMPSON (MOTORS), Ltd., offer:-

SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd South Kensington (next to Michelins), Ken. 4858

J South Kensington (next to Michelins), "Manife Rd. 4536, 1948 Bulck Roadmaster, dynaflow, 4-door salcon, immaculate. WE always have a good selection of carefully chosen post-and pre-war American cars in stock. MTCALFE & MNDY, 290. Old Brompton Rd., Sw.5. Fernantic 5471.

METCALFE & MUNDY 290. Old Brompton Rd., 18.W.S. Fremantic \$471.

1948 Chrysler Windsor (6-cvl 27hp) Special de uze Custom-built 9-seater saloon.

WE believe this is the only long-wheelbase post-war considered to the construction of the constructi

1947 Ford Six de luxe saloon, l.h.d., black, 4 doors radio, heater, one owner since new: £650. W. J. BROWN, Ltd., Established over 30 years.

339, Finchley Rd., N.W.5, Hampstead 4414, [6190

BRITISH & COLONIAL MOTORS, Ltd., offer a selec-tion of post-war American cars, enquiries invited -13-14, Upper St. Martin's Lane, W.C.2. Temple Bai 5586. (C102)

SIMPSONS MOTONS (WEMBLEY), Ltd., the American Car buyers. Wembley 5691 3935. (0347

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P&J PASS & JOYCE, Lid., offer:—

1950 Armstrong Siddeley Whitley saloon, grey, trial, guaranteed; £1.575.—194, Gt. Portland St., W.1 Museum 1001. CAR MART. Ltd.

1951 Armstrons Siddeler Whitley saloon, 9,000 miles; El.395; B.M.T.A. consent.
1950 (Dec.) Armstrong Siddeler, Wurricane dron and the salound statement of the salound stat DRIDE & CLARKE, Ltd.

£795 -1949 Armstrong Lancaster, black/brow out; terms, exchanges, 257, Brixton Hill, S.W.2. Tu

TOM GARNER, Ltd., offer:-

1949 Armstrong Siddeley Lancaster saloon, black with green leather, radio, heater, 16,000 TOM GARNER, Ltd. 10-12, Peter St., Manchester, 2 Blackfriars 9265-6-7, [C2020]

WARWICK WRIGHT, Ltd., offer:-

1950 Armstrong Siddeley Whitley saloon, black, beige leather, radio, 11,000 miles, WARWICK WRIGHT, Ltd., 150. New Bond St., W.1. Mayfair 9761. GUY SALMON AUTOMOBILES offer:-

1950 Armstrong Siddeley Hurricane coupe, low mileage; £1,050,—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. (C4001

D. J. EVANS, Ltd., of Birmingham, offer:-

A RMSTRONG SIDBELEY 17hp limousine, 1938, dark blue, with blue leather to front and srey cloth to rear, and face-floward occasional seast staxed 1932, enume \$4.000 miles only, excellent condition throughout, splendtd hire car, one owner £392.

D. £EYANS, Ldd., 81-91, John Bright St., Birmingham. Midhand 284.

ROOKLANDS .- Individuality new and used.

1949 Armstrong Siddeley Lancaster saloon, black heater, overhauled and passed by makers, 103, New Bond St., London, W.I. Mayfair 655-6 (C1029)

1010

1017

Armstrong Siddeley Lancaster saloon, colour
PARSON STORY, EEON GARAGES), Lid., Potter St.
Harlow, Potter St. 121.
GORDON CARS (LONDON), Ltd.,—1947 Armstrong
Hurricane coupe; EEO,
LORDON House, 373, Euston Rd., London, N. W. 1,
Fusion 6611.

CHARLES POLLETT Lid., Soie Distributors Les-Francis London and Home Counties, offer:—
PECIAL bargain.—1948 Amstrong Smiles wai, 18hp Sengine, dark blue, only 16,009 Smiles wai, 18hp heater, immaculate throughout; note price, only £855.

OFFICIAL Lea-Francis Service Station. Barnsdale Yard, off Elgin Ave., W.9. Cun. 5936. (C2010) 1949/50 Armstrong Typhoon saloon, black, fitted throughout: £945 in new condition MayFAIR Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082.

1948 (Dec.) Armstrong Siddeley Typhoon saloon, black, red leather upholstery, radio, heater. W. J. BROWN, Ltd., established over 50 years.

339. Finchley Rd., N.W.5. Hampstead 4414. 1950 Armstrong Siddeleys; we specialise in these line cars and can usually offer an attractive example of that year. Ltd., 39, Sheep St., North-Ampton, Tel. 3616.

£895 — 1949 (April) Armstrong Biddeler black brown leather, normal gear box, one owner, low mileage.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham Bucks. Denham 2266. (Clo70

£325 o.n.o.—Armstrong Siddeley 17 sports four-m.p.g., tyres new.—Tel. Brighton 225140.

1939 Armstrong Siddeley 16 saloon, black, leather, very nice car; £345.—Silve Motors, Ltd., 1015 Finchley Rd., N.W.11, Meadwa

1937 saloon Plus 12, recent £80 engine 5.W.7 (2 minutes South Kensington Undergrou

Sinaton 5698. [C4015]

1946 Armstrong Siddeley Hurricane drop head mechanical order; special offer, £375. Wembley Court Motors, Kigh Rd. Wembley 1957-6. [C4050]

1939 Armstrong 17 saloon, excellent conditions of the control of the court of

695 ms.—Armstrong Siddeley September 19 Typhoon sports saloon, black, maroon leath manual gearchange, radio, heater, carefully used excelent condition; terms, exchanges.—Rowland Smith.

lent condition; terms.

Below ans.—Armstrons Siddeley, June 1946. Hurricane

5 15 foursome drop head coupe, fawn. brown leather, manual searchange, excelent condition; terms, exchanges; list; open 9.7 week-days and Saurdays.

Rowland Smith, Hampstead (Hampstead Tube). Hamp-read tubes are condition; (Edvilla Saurdays).

104013

Armstrong Siddeley Whitley saloon (B.M.T.A.

permission to sell) black, brown leather,
mileage 19,000, radio and other extras, chassis and
bodswork as new, price for quick sale; £1,250.—3,
fearse, S. College Lane, Chichester, Tel 2005, [6234

A RMSTRONG Siddeley Lancaster saloon 16hp, srey, maintained as new re-cellulosed, new engine, passed by makers, 4 months' guarantee demonstration for the state of the second state of the

CAMDEN MOTORS.—Armstrong Siddeley 18hp Hurri-cane drop head foursome coupe, November 1950.

ARMOS HUTCH SILVELLE.

YANDIA MOTORES.—Armstrone Siddeley 18hp Hurricalts drop lead four-some coupe, November 1950, tendender the property of the state of the st

45.

AMDEN MOTORS.—Armstrong Siddeley Lancs

4-door saloon 1949, black/brown leather, rater, seat covers, 18,000 miles, immaculate through 2276. "Sale Overs, 19,000 mines, immacinate inrougne"AMDEM MOTORIS, —Armstrong Siddeley 18hp Lancaster 4-door saloon, July 1988, in dark blue, late
operty London business executive driven and mainined by same private chaufteur since new, original
res just replaced by new set of Goodyear Engles, all
the ETTS.
TARKET STOTORS.—Armstrong Siddeley 16hp.
TURNERS COURS SALON 1842 [Selected].

tyres just replaced by new set of Goodyser Engles, all extras 1757.

A Typhoon sports aloon 1847, heige, with de lune leather interior, radio and heater, engine just overhauled and completely serviced, a specimen car; £675.

CAMDEN MOTORS.—Amstrong Biddely (hip Hurri-hauled and completely serviced, a specimen car; £675.

CAMDEN MOTORS.—Amstrong Biddely (hip Hurri-hauled and completely serviced, a specimen car; £675.

CAMDEN MOTORS.—Amstrong Biddely (hip Hurri-hauled) (hip Hurri-haule

1952 Armstrone Siddeley 18hp Whitley saloon, holstery to match, fitted with HMV. radio, air conditioning and windseren washers, total sensine mile-age 5.25; taxed vear. balance of overant to be completed; £1.625—Allens of Bristol, Berkeley Sq., Bristol, b. Tel. 253-14.

A & S Fifty Limousines (Lists posted) 1939, 17hp.
dition bargain, £495—Alpe & Saunders, Providence
Court, North Audiey Street, Mayfair-2941, (Clook

Armstrong Siddeley Cars Wanted

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars,—320, Euston Rd., N.W.I. Euston [017]

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hamp-stead High St. (Hamp. Tube). Ham. 6041. [0916 A NY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058] MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel Sta. 8000. Seven Sisters Rd., Tot-tenham, N.15.

XXX Cash immediately for good Armstrong St., W.i. Langham 0012. (W2003

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5. Peter St., Manchester. Tel. Blackfriars 7843. PASS & JOYCE, Ltd., London and District distribu-tors, wish to purchase carefully used post-war Armstrong Sideleley cars.—184, Gt. Portland St., W.1 10385

Armstrong Siddeley Spares and Service
A RCOT ENGINEERING, Ltd.

A RCOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501.

A RCOT ENGINEERING preselector gear boxes exchange and repairs.

A RMSTRONG SIDDELEY Owners.—Complets overhalts service and repairs by our highly skilled and specialist mechanics in our modern well-equipped works.

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HENLY'S. Ltd., Cheetham Hill Rd., Manchester, 9, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6218.

CENTRAL GARAGE. Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing. Garage. Tel. Cro. 7864.

PSOM Surrey, Armstrone Siddeley authorised dealers offer spires and service to all owners of Siddeley as a surrough surr

N 1-5. Doreiting Rot, above.

ASTON MARTIN

A STON MARTIN 1930 International: offers over £200

—Write A. Robinson, 42. Hythe Bridge St., Oxford, 1611

BROOKLANDS.—Aston Martin distributors.—Buy sell your car.—103, New Bond St., London, W., MII short chassis 2-4-seater, 1935, rebuilt 5,000 niles, very good bedy, part ex considered.—Peel. Glenthorne, Staircase Lane, hope, nr. Leeds.

A STON MARTIN cars wanted for cash; full details.—
Priary Motors, Ltd., Old Windsor, Windsor 2002-3,

ROWLAND SMITH'S, the Aston Martin buyers,— Hampstead High St. (Hampstead Tube), Ham. (0917)

PRIARY MOTORS, Ltd

COLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicine facili-ties; 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-5. (0198

Rd., Old Windsor. 191, Winness.

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\$175 -1936 Aduburn Phaeton drop head, to be
sought direct from storage.—Bray Motorz.

[C1094] West End Laire, N.W. 6, Hampatead 6490.

AUSTIN SEVEN
1934 Austin 7 saloon, excellent runner; £100. X. L. SERVICE STATION, Kingston Vale, S.W.15.
Kin. 6335. [C4080

£ 85 deposit.—1937 Austin 7 d/1 saloon, excellent.

\$\frac{\partial 0}{\partial 0}\$ deposit.—1959 Austin Big 7 4-door d/l saloon, immaculate: exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. (C3059

A USTIN 7 1954, new hood, receilulosed, complete mechanical overnaul; nearest £120.—Rumble Cleveland Beech Rd., Reigate. Cieveland Beech Rd., Reigate. [6100]
22.5 cm.—Austin 7 1937. Ruby de luxe saloon,
22.5 cm.—Austin 7 1937. Ruby de luxe saloon,
23.5 cm.—Rowland Smith, below,
24.5 cm.—Rowland Smith, below,
24.7 cm.—Rowland Smith, below,
25.7 cm.—Rowland Smith,
25

1935 Austin 7 saloon, Ruby, black, engine over-hauled, new main bearings, wiring, clutch, mechanically excellent, blils available. 2125. CONAUGHT ENGINEERING, Portsmouth Rd., Send, Currey. Ripley 5122.

BRUTONS, Ltd.—1988 Austin Big 7 4-door saloon, recently reconditioned engine and gear box, good tyres, taked year; £275,—135-14, Osten Mews, Emperors Gate, S.W.7. Western 1242.

ROWLAND SMITH'S, the Austin puyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

CATEHOUSE MOTORS offer:-

1939 Austin 8 saloon, new engine fitted; £295.—
Gatchouse Motors, Ltd. Highpate Village,
London, N.S. Mou, 4445 hp saloon, black, brown upfor the fitted from the fitted fro

DENHAM Service Station, Ltd., Denham, Bucks, Tel. Denham 2266. 1947 Austin Shp 4-dr. sal.; good appearance; mechanically perfect; taxed yr.; £396.
Ward, 4, Hillsboro' Rd., 8,E,22 Ward, 4. Hillsboro Rd., c.s., 22.

CPPORTS tourer 4-seater Austin 8 (1942), in excellent a condition, not used W.D. reconditioned carine, new hood, bettery, recellulosed, tayley quar, 2350 or offers—Sellwood, High Oak Lodge, Ware, Herts, [6117]

39 5 ms.—Auslin 8, Mar 1946, de Juxe 4-doro malono. Diack sliding bead brown leather, one owner, scool tyres, scellent condition; choice of three 1946 of the 1946

A USTIN 8 tourer, first registered 1946, repainte green, engine, tyres good; oil consumption nil; eleasant little car; very good value at £245.—Th Burghfield Garage, Burghfield, Nr. Reading, Burghfield Ommon 159

Austin Eight Cars Wanted

HE CAR MART. Ltd., London distributors, wish to purchase Austin 8 cars. 297, Euston Rd., N.W.1 ston 1212. ROWLAND SMITH'S, the Austin buyers.—Hamp-stead High St. (Hampstead Tube) Ham 6041

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AYMOND WAY, the hire purchase specialists.

1932/4 Austin 10/4 de luxe salcon, one osn only from new, original blue and baset cell lone, excellent stress, very sound mechanically from HIRE purchase terms on the apot with no reference no formalities or guarantors; part exchange your present motor cycle or car; always 200 cars und

A 200 to choose from.

A 2 Month of the content of RLUE STAR GARAGES, Ltd., offer:-

1936 Austin 10 saloon, in good order, £185.—For-tune Green Rd., West Hampstead, [C405] HENDON CENTRAL GARAGE, Ltd. offer:-

1947 Austin 10 saloon, taxed year, nice condition E755.—Watford Way, Hendon Central N.W.4. Tel, Hendon 8084.5. £365.-1939 Austin 10hp saloon de luxe, blue.-

1947 Austin 10 black saloon, immaculate, faxe year, one owner, 16,500 genuine miles; £615, 605 Stanley Ave. Renford [625]

RAYMOND WAY.

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AYMOND WAY, the hire purchase specialists.

PAYAGOND WAY, the site purchase specialities, a statistic logorious drop head foursome coupe, throughout, nearly new tyres, mechanically faulties, laxed December, 205ms.

HIRE purchase terms on the spot with no references, laxed December, 205ms, or car, always 2000 cars under 2000 to choose from, lor or car, always 2000 cars under 2000 to choose from, lor or car, always 2000 cars under 2000 to choose from, lor or car, always 2000 cars under payagones from, lord constitution, lord payagones, lord payagones

1935 (Nov.) Austin 10 saloon, taxed, £225. IMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593.

100 5 - 1334 Austin 10 4-door saloon, good runner, see the separation of the seed of the s

1939 Austin 10 saloon, black, in excellent order throughout; £435.

I YNE, FRANK & WAGSTAFF, Ltd., 5-5, Crouch End. Hill. N.S. Mountview 4401.

1937 Austin 10 2-seater, new engine, amazing condition; £225.—Value Cars, 562. Upper Richmond Rd., S.W.14.

£110 deposit.—1839 Austin 10 drop head four-some coupe: exchanges.—Roys Automobiles, Ltd., 127. Parkway, N.W.I. Euston 2700. (C5059 1947 Austin 10, one owner black brown leather, immaculate paint, excellent mechanically; 6625. King's Motors, 1, High St., Hounslow, Tel.

£175 "!!-1955 Austin 10hp Lichfield 4-door salor with sun roof and rear luggage boot. pleasant, economical runner, with good tyres, exception

Camben Motors, Ltd. Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).

5-45 black, sliding bead, hown leather the outful owner, exceptional condition, terms, seem outful owner, exceptional condition, terms, seem outful owner, exceptional condition, terms, seem out49 5 size.—Austin 05 bead, brown leather carefully
used, excellent condition, terms, exchanges, list; open
5-7 week-days and Saturdays.—Roviland Smith, Hamptend (Hampsted Tube). Hampsted 6031. (Coll3)

Austin Ten Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.I. [1995] ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers —Hampstead High St. (Hampstead Tube). Hampstead 6041 [0920 JACK POZNER AUTOMOBILES require Austin 10s urgently.—Hendon 1423-4.

Jurgently.—Hendon 1962-79.

FERRARIS OF CRICKLEWOOD buy Austin 10

FERRARIS OF CRICKLEWOOD buy Austin 10

FRANCIS OF CRICKLEWOOD Broadwar H.P. settled fries in,
write or "phone.—200-220. Cricklewood Broadwar Willedon," N.W.2. Gladstone 2254. Open to 7 p.m. week-days.
N.W.2. Gladstone 2254. Open to 7 p.m. week-days. CAR MART, Ltd. AUSTIN A40

ONDON Distributors.

1950 Austin A40 saloon, 6,000 miles; £965. 1949 Austin A40 saloon. 12,000 miles. £850 — Car N.W.1. Euston 1212.

B. J. HUNTER, Ltd., offer:-

1949 A40 saloon, special export model; £725. B J. HUNTER, Ltd., 22 Cricklewood Broads av IC2040

MONTROE MOTORS offer:-1949 A40 Devon saloon, one owner; £685.

MONTROE MOTORS (N. H. BOSWELL), 91-7. Epping Montroe Motors Hill, Essex. Buc 1171-2 IC5015 A. SAUNDERS, Ltd., offer:-

1949 Austin A40 saloon, grey with blue uphol-1950 Austin A40 saloon, grey with blue uphol-1950 Austin A40 saloon, green with brown uphol-836 842. High Rd., N.12. Hillside 0034. [C2027

C.M.I. CAR SALES (Pri. 6623) offer:-

1949 Austin A40 Devon. £750, heater, low mileage, one owner, THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.S. [CloSt £645 --1948 Austin A40 Durset saloon, beige up-holdery, one owner: tazed year. DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266.

A USTIN A40 saloon black new condition low mile-age: price £725.—Smith's 220, Maryvale Rd

Litton throughout: £895.
L'ERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2. Gla. 2254, [C2008]

£250 deposit.—1949 A40, radio, heater, sun roof, etc.; exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700. (C3059

A USTIN A40, 1950, 4-door Devon, sliding roof, h one owner; £900 or best offer.—Greystones, combe, Bury, Lancashire. Ramsbottom 2565. A one owner, know here the combe, Bury, Lancashire, Ramsbottom accombe, Bury, Lancashire, Ramsbottom accombe, Bury, Lancashire, Ramsbottom and Lancashire, Lancash

SEPTEMBER, 1951. 6,000 miles, Devon saloon, many extras, immaculate condition, balance of covenant. Sidney Marcus. Ltd., 33, Sloane St., S.W.I. Tel. Sloane 5557.

Sloane 5557.

1950 Austin A40 Devon, 8,000 miles, roof heater, polymer beautiful condition throughout, 2575.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane (Coope 1)

593 sns.—Austin A40. February 1949. Devon 4-door fully used to be found eather, small milesge, extrained small, below.

395 sns.—Austin A40. February 1949. Devon 4-door fully used to be found to be

1950 (Augusti Austin A40 saloon, 8,000 miles beige/brown, fitted heater.—Gerry Browns Motors, 55-57, South Edwards Square, London, W.2 Western 4351; trade only.

1949 (Junel Austin A40, seal grey with blue leather, fitted heater, 16,000 miles from new, lowest trade price on application.—Cox: Motors Leicester), Ltd., Conduit St., Leicester. Tel. 60319. [Cl099]

1949 (Sept 1 A40 Devon saloon 4-door, green, one tyres, beautiful condition throughout; £750.—Tel. Gras 5554 or Aco. 0747 (evenings or week-ends). [6126]

A USTIN A40 saioon, black, with brown uphoistery and fulled heater, 1951 model, first registered October 1950, one owner, total mileage 5,630, laxed, A.A. ex-mination: £925 or would take late Ford Prefect in part schange.—Allen, Barn Farm, Oak Tree Rd. Marlow,

A USTIN A40, 1948, first registered Nov., 1948, in scenellent condition, recent overhaul by reputable corder, chauffeur maintained, low milease, one owner only; £600 for quick sale, no dealers, no offers, first cheque secures.—Box 1514.

Austin A40 Cars Wanted

CAR MART, Ltd. USTIN cars REQUIRED immediately.

MAKE your enquiries to USTIN House, 297, Euston

A USTIN House, 297, Euston ROAD, London, N.W 1. TELEPHONE: Euston 1212

ROWLAND SMITH'S. ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041, [0912] RGENTLY required, good late model Austin A40, immediate cash, EE GREEN MOTORS, 343-5, Lee High Rd., S.E.12, Tel, Lee Green 0554, [C2056]

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey, Vigilant 1121. W3044 A S new post-war Austin A40 required. -50. Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725]

NB Austin owners; cash awaits your A40 or part exchange for a sound used car; see us first.—Rawlings Bros., Ltd., 87a, Cromwell Rd., S.W.7, Frobasher 8161.

Probaber 5161.

\*\*\*PERARIS OF CRICKLEWOOD. Ltd. buy Austin A40 saloons. H.P. settled.—Drive in, write or phone details to 200-220. Cricklewood Broadway N. W. 2. Cladstone 2254. Open till 7 p.m. week-days. (W2008)

AUSTIN TWELVE 1938 Austin 12 Ascot saloon, black/brown leather, taxed; £290 — Whitstable 3750. [584]

SALOON, excellent engine, overhauled recently: £240; letters only.—101, Luton Rd., Harpenden. [6391 £425 Austin 12-4 1940 4-dr. sin., exceptionally good throughout, sldg, roof, leather interior

Benmotors, 1. Clarendon Rd., Holland Park, Lon-don, W.11. Park 5066-7, Open Mon, to Sat. 9-6 (50rds, Holland Park Tube.) Exchanges, H.P. (C1017)

1936 Austin 12 de iuxe saloon, exceptional, guaranteed; £170, payments,—Vaughan, 17, Mews, S.W.7. Fro. 1319. [C4038]

£80 deposit —1936 Austin 12.4 tourer, original ar good; also 1936 saloon; same deposit; etchanges.—Roys Automobiles, Ltd., 127, Parkwa N.W.I. Euston 2700. [CS00]

1936 Austin light 12-4 Ascot saloon, black, excel-lent condition throughout, recent engine an axie overhaul, taxed, two careful owners, £200.—10 Kingsnorth Rd., Flixton, Manchester, Urm. 2591, [425]

Austin Twelve Care Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1, Easton 1214.

Easton 1214.

GMITH'S. the Austin Duyers.—Hampstead ROWLAND SMITH'S, the Austin buyers.—Hamp-stead High St. (Hampstead Tube).—Hampstead

AUSTIN SIXTEEN

H. A. SAUNDERS, Ltd., offer:—

New Austin 15hp hire cars. Now available for im

diate delivery. Best part exchange allowance
your present car; hp. terms available,

836. High Rd., N.12. Hillside 0024.

(Cr.

GLANFIELD LAWRENCE offer:

1947 Austin 16 saloon, black/brown, 30,000 miles, 1947 one owner, cellulose, unmarked, magnificent througnout; £625.—407, High Rd., N.12. Finchley (C2053

1938 Austin 16, good condition; £310.—Salcott Rd., S.W.11, Bat. 1187.

1938 Austin 16 very clean and good condition; £285, or near.—Hampstead 7963. [6359

A USTIN 16 hire car. 7-seater, 1950 model, as new; £850.—Smith's, 220, Maryvale Rd., Bournville. 1948 Austin 16 saloon, black, sun roof, brown

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield Tel, Enfield 3150 (C1075

1946 Austin 16 de luxe saloon, black (choice 21: £550.—A.Z. Motors, Palmerston Rd., N.W.6

1947 Austin 16; £525.—Clayton's Cars (London) Fuston 5222 (5 lines). (Close

1948 Austin 16 saloon, new engine, excellent con-dition,—Herbert & Mills, Ltd., 75, Gt. Port-land St., W.1, Langham 3506-7.

1946 Austin 16 saloon, blue, one owner; £50 near offer.—McNair, 9, Devonshire P

A USTIN 16 (Feb.) 1949, green, brown interior radio, heater, taxed Dec.; £655.—Station Bush Hill Park. Laburnum 2082.

1949 Austin 16 de luxe saloon, black, with brown leather front, brown cord rear, engine recently overhauled, exceptionally well maintained car;

1949 Austin 16 saloon, blue with brown hide throughout, genuine 14,000 miles fitted heater, radio and fog lamp, almost as new; £795.

BOSINS, 36-96, Upper Richmond Rd., East Putney, 8,8,15, Tel., 4581.

£495 li!-March, 1946, Austin 16hp saloon, full de luxe model with heater and seat covers, excellent dark blue finish, privately owned and very well maintained.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard.
Beds, Tel. 2041 (5 lines).

Deds, Tel. 2001, 12 inters.

19 48 Austin 16th de luxe saloon, black, brown carefully maintained and in excellent condition, taxed: 2850—K. J. Motors Ltd. Bromley Kent. Sac. 2466,77.8.9

19.48 Austin 16hp saloon, grey, brown hide, one owner, heater, radio, sun roof, in realist first-class condition throughout, and excellent value at £625; exchanges, deterred.—John 8, Truscott, Ltd. 173, Westbourne Grove, W.11. Bayawater 4274. [Cd055]

CA955

T. Austin 16 tourer, recellulosed Ajnine blue, sequipped, A-austin 16 tourer, recellulosed Ajnine blue, sequipped, and the sequipped and the sequippe Hampstead 6941.

HIRE Limousine 1951, partition, 7-forward, leather, mileage 14,000 low cost—Alpe & Saunders, Providence Court, North Audiey Street, Mayfair-2941 (1006)

ROWLAND SMITHS, the Austin guyers, read High St. (Hampstend Tube). Ham

Austin Sixteen Cars Wanted

CAR MART, Ltd.

A USTIN cars
REQUIRED immediately

MAKE your enquiries to USTIN House, 297, Euston OAD, London, N.W.1. ROAD, Longon. ....
PELEPHONE: Euston 1212.

(0055

A CRES Offer:-

(November) Austin A90 power-operated in silver grey, black is then upposed power-libe, finished in silver grey, black is then upposed power-operated and radio, and in trily magnificent conditions, tester and radio, and in trily magnificent conditions, the same power-operated and th

CAR MART, Ltd.

ONDON Distributors.

1951 Austin A90 saloon, heater, 2,000 miles; £1,250; B.M.T.A. consent.

4 Austin A70 saloon, 10,000 miles; £1,025.—

6 Car Mart, Lid., Austin House, 297. Euston Rd., N.W.I. Euston 121.

H. A. SAUNDERS, Ltd., offer:-1950 Austin A70 saloon, black with brown up-

1950 Austin A90 Atlantic convertible, blue with blue upholstery, recorded mileage 12,000;

836 /842, High Rd., N.12. Hillside 0024.

WARWICK WRIGHT, Ltd., offer :-1950 Austin A70 saloon, black, brown leather, WARWICK WRIGHT, Ltd., 150, New Bond St., W.I. [C4045]

A CE SERVICE STATION (LONDON), Ltd., offer-1950 A00 convertible, as new, power operated, radio and heater; 2895, NORTH Circular Rd., Stonebridge Park, N.W.LO. | Cityan 5585 (5 lines),

\$695 -1949 Austin A70 sunshine saloon, radio, 1950 heater, immaculate condition.—Below Musin A70 sunshine saloon, black, 12,000 miles, £895.—Broadway Motors, 67, High St., Hounslow, Fel. 0125.

1951 A90 salcon 15.000 miles, in excellent condition, silver grey, B.M.T.A. permit; £1.090
1952 A90 salcon. 5.000 miles, black and fvery.
Condition as new, B.M.T.A. permit; £1.090
EVANS MOTORS, Ltd., Austin House, Carmarihen,
Tel. 426.

1950 A90s from £875 also: wanted, used A90 in part exchange for new one.

H. A. SAUNDERS, Ltd., 144. Golders Green Rd., N.W.II. Speedwell 0011.

£865 —Austin A70 saloon, December, 1949, black/ brown leather, sun roof, heater; one CLARKE & SIMPSON, 75-79, Cadogan Lane, S.W.I.
Sloane 4727.

£900 -1950 (Nov.) Austin A70 saloon, 14.000 miles.—Autowork, Ltd., Winchester Tel

A USTIN A90 saloon, 9,000 miles, grey, radio, heater mats, seat covers. July, 1951, B.M.T.A. permission,—Sanderstead 2241.

1952 (Aprl.) Austin A70 Hereford a miles only, heater, oversize ty balance of covenant.—Sidney Marcus, Ltd. St., S.W.1. Tel. Slowne 5557.

1951 (May) Austin A90 saioon, black, red radio, heater, genuine 8,000 miles to B.M.T.A. permission, best offer over £925.-Harper, London Rd. Stevenage. Tel. 700.

ROSE & YOUNG LIA. offer 1950 (Dee.) Austin Line Heater, rest. offer 1950 (Dee.) Austin Heater, rest. offer 1950 (Dee.) Austin Heater, rest. offer -65-56, Sternhold Ave. Streathen Hill St. 2, 202 (I minute Streatham Hill Station.) Tulse Hill 6464.

A USTIN A70 de luxe saloon, just free of covenant, one meticulous corps diplomatic owner, low miles age. fitted extras, as new under current liet price.—Apply. Northways Garage. Swiss Cottage, N.W.S. Primode 1127.

TERRARIS OF CRICKLEWOOD. Ltd., invite you to take immediate delivery of a new Austin A99 sports alson, body work in black with interior attractively each week-day. -200-220, Cricklewood Broadway. (Couche of Cladstone 220)

AUSTIN A70 & A98

1050 Austin A90 power-operated convertible, leding and bester, finished in red bester leather than 1,000 miles, 2625.—
Motor Co. Ld. Austin House, Granada Rd., Sou Tel. Portamouth 32,67.

1608
765 gns.—Austin A70, July 1949, saloon, black, saloon, black, saloon, black, saloon, black, saloon, saloo

Austin A70 and A00 Cars Wanted

HE CAR MART, Ltd.

USTIN cars REQUIRED immediately.

USTIN House, 297, Euston A USTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212.

ROWLAND SMITH'S, the Austin buyers.—Hamp-stead High St. (Hampstead Tube). Hampstead

MEBES & MEBES, Ltd. (Est. 1895), offer:

M EBES & MEBES, Ltd. (Est. 1893), order:

1939 Austin 18bp tyer 7-passenger limousine, one owner, escellent; 28bp. —The Broadway, Mill Bill, N.W.7. Tel. Mil. 2000.

1934 Austin 18b 7-seater limousine; £115; est. 1935 Austin 18b 7-seater limousine; £115; est. 1

Austin Eightson Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. [0956] Euston 1212. DWLAND SMITH'S, the Austin buyers, --stead High St. (Hampstead Tube). Ham

6041. AUSTIN TWENTY

4 5 ans.—Austin 30, 1936, Mayfair 7-sealer limou
\*\*To sine, black, upholistered leather throughout,
sliding partition, face forward occasionals, roof luganee
carrier, discs, very good condition; terms, exchanges;
list; open 9-7 week-days and Saturdsys.—Reviand Smith,
Hampitead Tube). Hampitead Gobb. [Cod3]

ROWLAND SMITH'S, the Austin buyers.—Hamp-steed High St. (Hampsteed Tube). Hampsteed

AUSTIN TWENTY-EIGHT
1939 Austin Ranelagh 7-seater limousine with
diding glass division and forward facine
occasional seats, has been little used and is in faultless
condition throughout, £795.—Naig\* Motor Co., Ld.,
Austin House, Granada Rd. Southsea. Tel. Portsmouth
2267.

A & S Fifty Limousines (Lists posted) Ranelagh, certified mechanically, moderate mileage, exceptional bargain—Alpe & Saunders Providence Court, North Audiey Street, Mayfair-2941.

AUSTIN A125 & A135

ONDON Distributors.

1951 Austin A135 Princess saloon, radio, heater, 2,000 miles: £2.150; B.M.T.A. consent. 1951 Austin A125 Sheerline 7-seater limousine, radio, heater, 7,000-miles; £1.795; B.M.T.A.

NEWNHAMS, Ltd.

1951 (October) Austin Sheerline maloon, black with besige, mileage 5,624; £1.750, with besige 1,295 sheerline saloon, black With besige 1,295 sheerline saloon, black NewniaM House, 255-7-9, Hammersmith Rd., London, W.S. Riverside 4646.

H. A. SAUNDERS, Ltd., offer:-NEW Austin A125 Sheerline saloons, and limousines, now available for immediate delivery, best part exchange allowance for your present car, H.P. terms

836 High Rd., N.12. Hillside 0024. H. A. SAUNDERS, Ltd., offer:-

NEW Austia A135 Princess saloons, now available for immediate delivery, best part exchange allowance for your present our. Hr. terms available, 836. High Rd., E.12. Hillistde 0024.

[C2027

. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin Sheerline. mileage 15,000.—Tel. Rad-[C4005

ROOKLANDS,—Individuality new and used.

1951 Austin Sheerline limousine, mileage 2,500. 103. New Bond St., London, W.1. Mayfair 8351-8.

1949 Austin Sheerline, black Tawn, heater.
TickFord, Ltd. 8, Upper St. Martin's Lane, W.C.2.
Temple Bar 5559

Temple Bar 5358

1949 Austin Sheerline, radio hester, 16,000 miles
escellent condition, one owner; £1,095,
R 1960, Lid, (Austing pure property), 1,025, Albemarie, St.,
Mayfair, London, W. I. Regent 2656.

1950 Sheerlines from £1.450 also, wanted, used Sheerline or Princess in part exchange for

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011. 1949 (Oct.) Austin Sheerline saloon, silver, grey leather upholstery, heater, radio, 21,000 W. J. BROWN, Ltd., established over 30 years

339. Finchiev Ed., N.W.3. Hampstend 4414. 1949 Austin Sheerline saloon, in excellent condi-tion with good tyres. £1,050.—Vidler, 43, Crawford St., W.1. Pad. 4915.

1950 (Oct.) Austin Sheerline limousine, offered at the attractive flaure of £1,500 for all C EORGE BOX. Ltd., Aldams Rd., Dewsbury 655.

A USTIN 1950. Sheerline saloon, grey, chauffeur ordriven and maintained, nominal milesae, excellent condition; £1,250, or offer,—Ray, 5769, alter 7 p.m.

1950 Austin Algs Sheerline, black, 10,000 muss. 10,000 muss

1949 Princess, black, rust leather with cloth pane speedo, 17,000, appearance as new a mechanical condition guaranteed; £1,575.—Cmflyns, Lt. East Grinslead 717.

A USTIN Princess de juse saloon, late 1949, biack with A USTIN Princess de juse saloon, late 1949, biack with small milesge, radio, heater shohlers, taxed year, very small milesge, radio, heater shohlers, taxed year, and absolutely superb condition throughout; £1,495-menness, absolutely superb condition throughout; £1,495-menness, page 12,495-menness, page 12,495-

K St., Birmingham, 16. Northern 4342, http://dx.doi.org/10.1001/j.com/10

Austin A125 and A135 Cars Wanted

CAR MART. Ltd.

USTIN cars A DETIN CARS
REQUIRED immediately

MAKE your enquiries to A USTIN House, 297, Euston ROAD, London N.W.1. TELEPHONE: Euston 121.

A USTIN Sheerline 1949-50 required, -- Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057]

ROWLAND SMITH'S.

OWLAND SMITH'S, the Austin buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. (0926 AUSTINS wanted.—Smiths. 66. Chalk Farm Rd... N.W.I. Oul. 2767.

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

A LL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb, 6049. [W1058 HATTONS, of Lord St., Southport, will buy Austins 1938 to 1950, 8 to 16hp, in condition above average XXX Cash immediately for good Austin.—H. Edwards, 26, Upper High St., Epsom 9 (1922)

WYBRIDGE AUTOMOBILES, Ltd., the Austin dis-tributors urgently require late type Austins.—Tel. (0541) JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Austins.—173. West-bourne Grove, W.11. Bayswater 4274.

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Tirst-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war spares in spect. Open Saurday until 5 p.m., night service avail-spec Wilm. 0128. C. G. NORMAN & Co.

YORMAND, Austin Spares and Service

HAVE your car serviced by the experts.

ATISFACTION guaranteed. NORMAND, Ltd., 405-9. King St., W.6. Riv. 3665.

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THE CAR MART. Ltd.. Weish Harp, Edgware Rd...

NW 3; (Hendon 6500), and at 16. Urbridge Rd...

Ealing, W 3; (Ealine 6717), and 526. Streatham High Martin 1997 a

FRICKERS, of Holland Park, for Austin spaces and service.—Holland Park Ave. (next door to Underground). Park 5077.

A SETIN 7 Source, any year, any bart, larcest stocks and STAT 7 Source, any year, any bart, larcest stocks at 5-47 Mex. exchance units.—The Northwood's first 45-47 Mex. exchange the stock of the stock

Wast LONDON.—Rogers Garage; repairs and stockists. New address: Wellesley Ave., Pr wick Rd., W.6. Riverside 2644-5. Old and new

NEW gears; reconditioned, guaranteed, 7, change gear boxes and repairs to Tarrant & Frazer, Ltd., 10. Winchester M. Pri. 6159.

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PRYNN & STEVENS. Ld. the South London Austines of the Commercial Com

BENTLEY (31- & 41-litro)

ACK BARCLAY, Ltd.,

R IPPON.

ARGEST official retailers of Bentley and Rolls-Royce; a stock list of used models on request to 2 12. Re. George St. Hanover Sq. London, W.I. ACE BARCLAY, Ltd.

RIPPON IPPON, BROS., Ltd.

PHE leading Northern Bentley Distributors.

1949 Beniew Mark VI standard steel aloon, black
1948 Beniew Mark VI standard steel aloon, black
1947 Beniew Mark VI standard steel aloon, black
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1947 Beniew Mark VI standard steel aloon, black
1948 Beniew Mark VI standard s

R. F. FUOOLE, Ltd. 1950 (Nov.) Bentley Mk. VI standard steel saloon one owner. 2,500 miles, grey and black. R F. FUOGLE Ltd Bushey Heath, Herts. Tel.

OVERSEAS CARS, Ltd.

1947 Bentley Mark VI standard saloon black/ brown leather, excellent condition through-out; £5,250. For other Overseas Cars bargains see Out. E5,250. For other Overseas Cars bargains see page 45.

Overseas Cars Ltd., 227. Brompton Rd., KnightsBridge, S.W.1. Tel. Kensington 7475. [C535]

JACK OLDING, of Mayfair. OFFICIAL Rolls-Royce and Bentley retailers, offee from their selection of first-class used Bentley and Roll roll of the retained by the retained and and allow, metallic gray 25 bentley Mark VI standard covenant to be signed; full details on request—Audiet House, North Audier St., Wil. Markin 2542-54.

RUSSELL MOTORS offer:-1937 Ali KT series, fitted with a very beautiful Continental foursome coupe, many extras: \$1.425; any trial or examination, public Lid. 47. Sloane St., St.M. Tel. Sloane Stee (52000)

MASCOT MOTORS, Ltd., offer;-1936 316-litre Gurney Nutting sports saloon.

1935 5%-litre Barker sports foursome coupe

1934 312-litre Thrupp & Maherly sports saloon. MASCOT MOTORS, Ltd., 237/243, Kennal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. (C3007 BROOKLANDS: Individuality, new and used.

C. G. NORMAN & Co.

A UTHORISED Austin retailers, service, spare parts and replacement units.—90, Vauxhall Bridee Rd.

London 8 W. Victoria 22 1.

London 8 W. Victoria 22 1.

London 9 W. Victoria 22 1.

### BENTLEY (34- & 44-litro)

OFFMANS OF HALIFAX. Ltd.—Send for full details of first-class used Bentley cars available.—Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax, 5944. Proud member of the Swain Group. (C2057

HAROLD RADFORD & Co., Ltd.,

NVITE you to call and inspect their unique selection of Bentley cars.

AROLD RADFORD & Co., Ltd., Melton Court. South Kensington, S.W.7. Tel. Kensington 6642

MASTLE'S OF LEICESTER offer:-

CASTLE'S OF LEICESTER offer:—

1951 (attractively finished black and fawn, 17.00
miles, compilete act of new India tyres recently fittle
miles, the state of the

MANN EGERTON & Co., Ltd., offer:-

MANN ECERTON & Co., Ltd., offer:—

1950 (why.) Beniley MR. VI steel saloon, black ditioning and an roof, 4000 miles.

1949 (April) Beniley MR. WI steel saloon, black ditioning and an roof, 4000 miles.

1949 (April) Beniley MR. WI steel saloon, midnight conditioning fitted.

1940 (Nov.) Beniley MR VI steel saloon, midnight conditioning and saloon with the saloon of the saloon of

Y SALMON AUTOMOBILES offer:-

1935 Bentley 51/6-litre sports saloon by Thrupp & Maberly; £1.095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. [C400]

COOMBS & SONS (GUILDFORD), Ltd., offer:-

1939 Bentley 44;-litre (overdrive) Park Ward semi nadi: £2,850 over-inadi: £2,850 etc. 1938 Bentley 44;-litre Park Ward saloon, discs. 1938 Fadio, etc., resprayed; £1,950. COMBS & SONS (UUILDFORD). Ltd., Portsmouth Rd., Gulldford, Gulldford 62807-8-5. [C1057]

ARGE stock of 31/2-41/4 Bentley cars for disp

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 10096 1947 Bentiev Mk. VI standard steel saloon, black, 50.000 miles.

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Bentley Mark VI Standard steel saloon, black
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1950 Daimier 24-litre saloon, low mileage, heater and radio, immaculate condition, £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

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Leather, heater and demister, outstanding condi-tions 21,150.

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SERVICE: 7. Herbrand St., Russell Sq., W.C.1. Ter-minus 7464. DAIMLER 24-litre Consort 1950, black/red hid H.M.V. radio, one owner, low mileage, immaculai J. DAVY, 160-182, Kensington High St., London, W. Western 9641.

1948 (Nov.) 24-litre Daimier sal., blue blue TickFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2 Temple Bar 3538. £250 -Daimler 15 1917 Mulliner 4-door sports

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1938 Dafmler léhp saloon, appearance fidistinguages and service services and services are services and services and services and services and services a

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1950 21 litre saloon (not Consort) two-tone finish heater, radio, fog lamp, sliding roof, extra mats, perfected in brown and fawn, including seat cover heater, radio, fog lamp, sliding roof, extra mats, perfected in the seat of the se

A & Sarity Limousines (Lists posted) 24hr, 1938, private, barusin price, barusin price, barusin price, barusin price, private, barusin price, private, barusin price, private, barusin price, p

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1939, perfect; 4265.—
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1950 Ford Anglia saloon, black/red, 2,000; £715. 950 Ford Anglia saloon, green/beige, 5,000; £895. 950 Ford Anglia saloon, beige/brown, 6,000; £665.

1950 Ford Anglia saloon, green/brown, recond. engine, 12,000 miles; £605; and many 56. Park Lane, W.1. Regent 4866; 374, Ealing Ro Alperton, Middx., Perivale 3388, and 8 and 1 Sangley Rd., Catford, S.E.6, Hither Green 4821, [C10

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£85 deposit.—'56 Ford 8 sal., real leather, good. £95 deposit.— 59 Ford 8 d/l sal., recond. eng., etc. £135 deposit.—'47 Ford 8 d.1 sal., recond. eng. exchanges.—Roys Automobiles, Ltd. 127, Parkway, N.W.1. Euston 2700.

FORD 8 saloon, 1987, perfectly maintained, one owner, taxed year, original paintwork.—Box 1280. [6104

1947 Anglia, unmarked, looks new, recon.; £450.—62, Elsenham St., Southfields, London. 6404 1936 Ford 8 saloon, immaculate condition, any trial, a bargain; £179.

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1947 Ford Anglia, one owner, reconditioned engine, excellent condition, taxed: £435.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Batterses 5573. [C3005] 1947 Ford 8. perions conditions \$450.—Herbert 2960 & Mills, Church Rd Ashford, Middx, Tel

265 also 1937, 169gns.—Autosnips, 5, Balham High

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small mileage, exceptional conductor, terms recommendation.

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26 5 ms. Ford 8 (July, 1939) de luxe saloon, dark

year good condition; terms, exchanges,

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Ford 8 salon, bodywork sparkles, interior outstanding unauestionably the finest vehicle we have had this year. 3 months' surantee; hire purchase, exchanges.

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XXX 1946 (February) Ford Anglia saloon, black brown upholstery, immaculate appearance speedometer reading 16,151, carefully used and beautifully facel, writer autematica, 40% forms, exchanges, and the saloon field, swell, Surrey, 172, Kingston field, Swell, Surrey, (C200)

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ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. CAMDEN MOTORS urgently require 1946/7 Ford Shp saloons.—Particulars and price required to: CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds, Tel. 2041 (5 lines). (W1035

FORD (10 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Baliards, 1948, Ford 10th Princher, N.12, Tel. Hillande 4844, 1948, Ford 10th Priect taaloon, colour green with 1948, Ford 10th Priect taaloon, colour green with 1948, 1949, Person 1949,

1950 Ford Prefect saloon, 7,000 miles: £765.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston [Clo39]

DERRY'S OF HARROW. AVE an excellent selection of post-war 10hp saloons available. DHONE Harrow -282 for details

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Dep. 1 TACK ROSE, Ltd., offer:-

1950 (Oct.) Prefect, beige and red leather, mile-age 7,000, as brand new; accept £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wal-lington 6677/E.

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E510 -1947 Ford 10hp Prefect calcon, finished in the leather upholisery, me the leather upholisery, me to the leather upholisery in the leather upholisery in the leather upholisery in the leather upholisery is months if required.

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1949 (September) Ford Prefect, beige and brown, bench type front seat, some extras; £650.—
Ham. Fortune Oreen Rd., West Hampstead, N.W.6. (Cod8):

W. J. BROWN, Ltd., Used Ford Specialists. 1949 (Nov.) Ford Prefect saloon, black, red leather upholstery; £595.
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339. Finchley Rd., N.W.5. Hampstead 4414.

1947 Ford 10hp, colour black; £450.—Below, 1949 Ford 10hp, 14,000 miles, colour black, lea--John Whalley, Lid., London Rd., Bishop's Stortford, Tel. 191-2.

1937 Ford 10hp 4-door micon, one owner since pead BROS MOTOR Co. (LONDON), Lid 56, EAD BROS MOTOR Co. (LONDON), Lid 56, Contistchurch Rd. Colliers Wood S W.19 Linerty LONDON CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL

19.40 Ford Prefect sal., one owner, black, bester.
PICKFORD, Ltd., 5, Upper St. Martin's Lane, W.C.2.
Temple Bar 338.
(04029

1939 Ford 10 Prefect, guaranteed, £365; payments
—Oldfield, 536, Kensington High St., W.14.
[C5029

1939 Ford Prefect 4-door saloon, exceptional, £325; new car delivered.—Lee Green, 8441 FORD 10hp metallic grey 4-seater coupe. absolutely new throughout; first £525 secures.—28, Southwise [623]

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1949 (Aug.) Prefect, beige red leather, one owner excellent condition: £645 - King's Motors.

(C204) 1946 black Ford Prefect, fitted last year recon-ditioned engine, mechanically excellent but body requires attention; £325.—Box 1244. [6035]

£295.—Ford 10 1938 4-dr. sin., reconditioned en-

FORD (10 h.p.)

1950 Ford 10 saloon; £595.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1 Tel. Euston 5228 (5 lines).

Tei. Euston 2228 (5 lines). [C1050]

1951 Far Prefect. leather upholstery, practically as new, B.M.T.A. consent, 12 months; covenant to be signed, available at current, list price. C. & W. MOTOUS, Ltd., Queen's Head Garage, East End Rd. N.S. Finchley 622 (5 lines). [C1051]

Smith, below.

2.4 5 ns.— Ford Prefect. 1939 model, 10hp salcon.

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2.6 5 tyres.— Ford 10 (April, 1956) salcon, black, good of the condition, terms, exchanges.

1st. open 9-7 week-days and Saturdays.—Revland Smith.

Hampstead (Hampstead Tube). Hampstead 694 (2018)

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1948 model Prefect, black, 25,000 miles, fine condition and appearance, fitted radio, factor, and the condition and appearance fitted radio, factor, and the condition of the conditio

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W AROLD PERRY, Ltd., Invicta Works, 279, Ballards
Lane, North Finchiey, N.12, Tel, Hillside 4444,
1950 Ford Pilot alloons, Grince discondition the
THESE cars are available for demonstration anywhere,
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1949 Ford Pilot saloon, six months' guarantee:
Grosvener 3454. (Cl039)

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1950 Ford Pilot, black with brown leather uphol-stery, fitted radio and heater; £735, R Greenford, Middlesex, Waxlow 1071-5. [C5058] WARWICK WRIGHT, Ltd., offer:-

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H 1GH St., Wandsworth, S.W 18. Tel. Vandyke 4433 (5 (5575))

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COOMBS & SONS (GUILDFORD), Ltd., offer;-1950 (Dec.) Ford Pilot, 4,000 miles only, radio, heater, choice of two, £995.

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1950 Ford Pilot saloon, black/brewn hide, 9,000.

205. Park Lane, W. I. Regent 4966; 574, Ealing Rd.,

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Pilot saloon; 2850.

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Western 0991. (6153 \$7.75 with radio and heater, extremely good con-dition, asymmetric production of the con-graph of the con-production of the con-graph of the con-graph

heater whitevall tyres and an usual ravies, modera-moderated by the moderate of the control of the cata-loque of nearly 500 cars ready for inspection and pur-chase. Here purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdon. Fares re-delivery anywhere in the United Kingdon. Fares re-showrooms open till 8 p.m. Monday/Saturday. (Closs-Showrooms open till 8 p.m. Monday/Saturday.

1949 Ford V.8 Pilot hadson, black, brown hide, radio-condition, regularly serviced, £750.—Box 1002. [5858] 1950 Ford V.8 Pilot, heater, hown uphoistery. In black, £775.—Box 12 exchange, ternisca-Mitchell. High Rd. &W.12. Balham 2254. [1852]

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Kensington High St., W.14. Park 7780, Wes. 6631, 2795 blue feether, excellent condition (Basel 1991) blue feether, excellent condition (Basel 1992) conditions (Basel 1993) blue feether, excellent condition (Basel 1993) conditions feether fee

9a. Corrwall Gardens, Brighton.

A MERICAN Furd fixed head coupe. left-hand drive.

A taxed to December, new Mercuty engine, radio, registered 1949; 2575.—Bell's Service Garasse. 29, Rechampton Vale. 8.W.15. Putney 5029 (office hours).

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1951 | March de luce Pilot garaged seven moths.
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TORD Lincoin Mercury 32hp V.8 genuine American model, data and purchase tax paid, year 1950, Nov. model, data and purchase tax paid, year 1950, Nov. seats, radio built in, heaters, demisters, original white seats, radio built in heaters, demister, original white seats with the seat of the compared of the disconney of the demister of the disconney of th

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FORDS wanted.—Smith's, 86, Chaig Farm Rd., N.W.1.
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HAVE your car serviced by the experts ATISFACTION guaranteed.

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1946 Humber Super Snipe, black and brown; £625. COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057 DHENIX MOTOR Co. (SURREY), Ltd., offer:-

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Tiehp seloon; £1,125
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ORDON House, 573, Euston Rd., London, N.W.J.
Euston Gel., 573, Euston Rd., London, N.W.J.
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H miles, radio and heater, chauffeur driven, as new;
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NEW Humber Pulman Topaseneer limousine and Humber limperial 7-seater saloon without division available for aimost immediate delivery; write fer brochure and fullest details; your present car taken in part exchange.

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1957. In metallic grey, conclavors, and a sverage in mechanical one especially recommended for its fine mechanical one especially recommended for its fine mechanical one especially recommended for its fine mechanical one especially and the second of the

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OWITT Jupiter special body, 5-seater fixed head

Ocupe, in black/grey with red hide upholstery and
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Item pillarless saicon 1954, lovely car condition and mechanical order, only war very fast; £300.—Parsons & Parsons, Potter St Essex. Fotter Street 121.

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1933 Lagonda 5-litre saloon, black, with green infect, no oil, 2009, 3 leve tyreatos, engine per
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10 5 ms.—Lagonda V.12, July 1939, Mulliner
ville, black, with chromium waistline, front comparttenestry, political tank mather, rear seats figured
ville, black, with chromium waistline, front comparttenestry, political tank mather, rear seats figured
glass sliding partition, concealed face-forward occasional
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OFFICIAL Lon-Francis London Service Station, Works Barnsbale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7.

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SHARES and service all models from the manufac-turers.—Head Office and Works; Much Park St., Oventity. Tel. 60004-56. CHARLES POLLETT, Ltd., sole distributors for Home Counties. Butes and Sussex. SHOWHOOMS: 18, Berkeley St., W.I. May. 6264.

PARE Parts.

SERVICE: Barnedale Yard, off Elgin Avenue, W.9.

INCOLN-ZEPHYR 1936 INCOLN-ZEPHYR 1936 excellent condition, 20 mpg.
brakes just relined, tyres as new, wheel spats, etc., 160, o.n.o.—Week-enda/Evenings, Hemmens, Rosewood urleigh Rd., Ascot. [6423

£180, on.o.—Week-endar/xvenius, (1942)
Burielah Rd., Ascot.

1946 (resistered) 42 model Lincoln Zephyr 30, 14, disjon, a beautiful car that cannot be faulted; £485—Brockside Motors, 102. Hish Rd., Uxbrides, Tel. 184, 10 a.m./n im. (Ci030)
20 5 ma.—Lincoln Zephyr 1937 57hp V.12 -door southern failon was an assume that the carefully used excellent condition; ferms, exchanges; list, open 9-7 week-days, and Sautrdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

MERCEDES 58:250 4-sester aports tourer, cellulose, chrome-plated wheels, engine restripped and reassembled at considerable expense, —J. H. Rossiya-Smith, Beachboroush Parik, Newit Wr. Folkeshone, Tel. Folkeshone 75452.

MERCEDES-BENZ MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:

1936 Type 500K 4/5-seater cabriolet, blue with being hide, recent mechanical overhaul: reasonable offers invited.—Victoria 8715.

reasonable offers invited. Victoria 8715.

CHIPSTEAD MOTORS. Ltd.—See our advertisement under "Boarts Cara." Boarts Cara. 167048

605.—Mercedes-Bens 500K fourseme drop head. Littlette.

Swannonger Caracter. Littlette.

Swannonger Caracter. 1705. Christchurch Rd. Bos-combe. Tel. Southbourne 1022.

Caracter. 1705. Christchurch Rd. Bos-combe. Tel. Southbourne 1022.

Caracter. 1705. Christchurch Rd. Bos-combe. Tel. Southbourne 1022.

Caracter. 1706. Christchurch Rd. Bos-combe. Tel. Southbourne 1022.

Caracter. 1706. Christchurch Rd. Bos-combe. Tel. Southbourne 1022.

Caracter. 1706. Christchurch Rd. Bos-combe. 1706. Christopher 1706. Chri

or 5405.

265 Tsps. --Mercedes-Beag, registered October, bad coupe, maron, red leather, independent settlement of the continental foursome, had coupe, maron, red leather, independent settlement of the continent of the continent

Mercodes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd. Sales
Service and Spares, 111, Orosvenor Rd., Swil.,
Victoria 8715-6. Night Service: Victoria 3714. [5165]

PARK MOTORS offer:

1939 M.G. 1½-litre saloon, factory recond, eng perfect, black 2: 0-12-195, London Rd., Kingston 7810.

M.G.

P C M G T.C., 1949, £595; M.G. T.C., 1947, £555; M.G. M G, T.A., Tickford drop head, 1959, £425; M.G. 4-41re d/p forarossen, 1938, £615, £625; n.G. G. T.A., choice of six, 1287 to 1395, £6285 to £595.

CAR MART. LIA.

1950 M.G. 1%-litre saloon, 4,000 miles; £1,095. 1949 M.G. T.C. 2-seater, 9 000 miles; £695.— Car Mart, Ltd., 520, Euston Rd., N.W.1. [C1039]

NEWNHAMS, Lid.

1950 M.G. 14-litre saloon, black with red, rimbellishers, loose covers: £895.
NEWHAM HOUSE, 235-7-9. Hammersmith Rd..
London, W.6. Riverside 4646. (C3024

BOON & PORTER, Ltd. 1946 (October) T.C. 2-seater, genuine 21,000 miles, absolutely unperatched, one owner, a policy of the control of the control

CAMDEN MOTORS offer :-

M.G. Midget 2-seater, T.C. series, 1949, green; £645. .G. Midget 2-seater, T.C. series, 1947, black, £515. .G. Midget 2-senter, T.C. series, 1947, radio; £525.

M M M M M G. Midget 2-seater. T.C. series. 1946, new engine: £495.
G. Midget drop head coupe T.B., 1940. immacuiate; £485.
G. Midget 2-seater. T.B series. 1940, one owner;

£465 G. Midget 2-seater, T.C. series, 1989, sound; £395. G. Midget 2-seater, T.A. series, 1958, new hood; £375. 6575.

Midget 2-seater. T.A. series, 1937, resprayed;
6345.

Midget 2-seater. P.A. series, cream and red;
6265.

Midget special sports coupe, recond, engine;

M.G. Midget special sports coupe, recond, engine;
£235.
M. G. Midget 2-senter, J2 series, 1985, many extras;
M.G. 1½-litre sports saloon, 1950, duo-green; £865. OR full details of above write, call or tel.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, [C1035]

MAIDENHEAD MOTORS, offer:-Maintana Androne, Just 20 2 5 — 1934 M.O. P.A. 4-seater, recellulosed blue. 2 4 5 — 1935 M.O. P.A. black, 2 4 5 — 1935 M.O. T.A. vermilion. 2 5 5 — 1939 M.O. T.A. B.R. green 2 5 0 — 1939 M.O. T.A. B.R. green 2

MAIDENHEAD MOTORS, 69, Orenfell Rd., Maiden-head. Maidenhead 1022.

DHILIP RICKARDS, Ltd., offer:-

1950 M.G. 1½-litre saloon, green, 12,000 miles.— 4. Brick St., Park Lane, London, W.1. Gros-cenor 4772-5. GUY SALMON AUTOMOBILES offer;-

GOV SALMON AUXIMICATION (A) 114-litre saloon, one owner, 1949 (November) M.G. 114-litre saloon, G.W. radio (subject 1951 M.G. 114-litre saloon, H.W. radio (subject to balance of covenanty, £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2.6 TACK ROSE, Ltd., M.G. Agents, offer:-

1947 M.G. T.C. 2-seater, exceptional continuous continu

1950 1%-litre M.G. saloon, marcon, one owner, p. 1950 19,000 miles, £895. Tel. Grosvenor S551, [C1018

DAGENHAM MOTORS offer the following car: 1949 M.G. TC tourer, Svory, 17,000; £875.

56. Park Lane, W.1. Regent 4866; 374. Ealing Rd... Sangley Rd.. Catford, S.E.6. Hither Green 4821. [C1066] M.G. P.A. Midget in immaculate original condition; [6336]

CHIPSTEAD MOTORS, Ltd.—See our advertisement Clote Cunder "Sports Cars."

Nature & Roott — 1950 M.G. T.D. sports. miss. Tyren. low mileage, radio; £795.

1948 M.G. T.O. 2-seater, black, green hide, 16,000 miles only; £625, six months' guarantee.—25, East Hill. Caphani Junction, S. W.I. Batt. \$272.

1939 2.6-litre M. G. Salmon foursome drop head coupe, grey with grey leather; £595.

1938 coupe, grey gloots asloon, black with grey marker; £525 gloots asloon, black with grey MacCOT MOTORS, Lid., 287-245, Kensal Rd. Ladbroke 1251.2; (25007)

1950 M.G. T.D. 2-seater, ivory, red leather, spare unused, one owner below, 1950 M.G. T.D. 2-seater, ivory, red leather, low miles we extra so, seater leather, low miles we extra so, one owner. Albemarie St., Maylart, London, W. J. Tel. Resent 2952. [C305]

1937 M.G., perfect condition, wireless, new hood, receilulosed, offers.—Tel. Ely 271511. [6520

2385 -1938 M.G. 10-litre drop head foursome coupe, black, beige leather—Below.

2445 -1958 M.G. 10-litre drop head foursome coupe, black, beige leather—Below.

2586 -1958 M.G. 10-litre drop head foursome coupe, being leather b

1950 (Oct.) M.G. 14, saloon. 8,000 miles, black EvanS & O'MALLEY, Ldd. Lowndes Sq., Knights-bridge, S.W.1. Sloane 1535/1709.

£250 -M.G. Magnette 1956 4-seater sports, good condition.—Sunbury 2224. [6316

BEARTS, of Kingston, M.G. specialists, sales, spares repairs, -102, London Rd., Kingston, Tel., Kin., 5548 M G 1939 VA type 115,-litre tourer, good condition.

[6049]

M G. T.C. 1947 (Sept.) immaculate, one owner car, unrepeatable at £465; terms and exchanges.
C.N.K. MOTORS, 353, Finchley Rd., N.W. 3. (C1052)

1946 M.G. T.C. model, green, green leather, 16,000 miles, ex. cond.
TICKFORD Ltd., 8, Upper St. Martin's Lane. W.C.2.
Temple Bar 5338.

M.G. TC (Nov., '49), 7,200 mls., radio, many extras, new cond.; £675.—Dr. Barrington, Hayes, Kent.

1947 (November) T.C., new hood, luggage grill, heater, cream; £510.—Tel. Barnet 0751.

M.G. PB blue 2-seater (1956). £60 overhaul. Ekco radio; £325.—See Methold Engineering. Ripley

£275 -Magnette 4-seater, carefully maintained, aluminium body, instruction manual.—Box

UNIVERSITY MOTORS, Ltd., sole London distribu-tors, Stratton House, 80, Piccadilly, W.1. Grosvenor

M.G. 1\(\frac{1}{4}\)-litre saloon, late 1950, one owner, low mile age; £850.—Twyford Service Garage, Twyford Berks, Tel. 101.

M.G. T.A. 1937. clean and better than average: £300 or would exchange 4-seater drop head, cash either way.—Grosvenor 2635.

1946 (July) T.C., black, ivory leather, 500×19 tyres, superb condition throughout, private sale; offer around £450.—Balham 1524. (6555

K.N. Magnetta pillarless Saloon 1935, perfect order and appearance fast economical; £200,—White, 2, Humber St., Hull, 15528.

M.G. drop head coupe 2-litre. 1937, a very smart job. running well: £275.—Waine. Gayhurst. Friaty Ave. Lichfield. (Tel. 2319.)

1936 M.G. S.A. 2-litra saloon. fitted with recon-ditioned engine; offers. Station Garage.

1951 Series M.G. 14.-litre saloon, 590 miles.—Green & Zonis Ltd., 246-252, Deansgate, Man-chester, 3, Tel. Deansgate 3325-6.

1947 T.C. (July), first-class condition, is grid. £500 or near offer; five spare available if required.—Follows, Tottenham 1546.

1947 M.G. T.C. 2-seater sports, in excellent con-dition throughout, carefully used car; £525 Wembley Court Motors, High Rd., Wembley. Wem

MERCURY offer a selection of 14 M.G.s., T.B., T.A., P.B., P.A. and J2s, prices £395 to £195, all fitted excellent tyres, batteries, hoods and tonneau covera; 3 months' guarantee. PERMS or exchanges with pleasure.

THIS week's snips: £345, 1936 T.A., resprayed red; £235, 1934 P.A. resprayed red; £195, 1955 J2, very can, choice of 2 pm. 9 p

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Sudbury, Wembley, Middx. Tel. Wembley (C3013)

1938 (April) M.G. 1½-litre saloon, blas Sports Cars (Xchurch), Ltd., Lyndhurst Rd., church, Hants, Tel. 1681.

1939 2-litre open 4-seater, as brand new, st 1938 11-saloons and foursome coupes; also 1939 drophead.—Speedsters Ltd., Horley 628 (See Sports Column).

M.Q.

5.1.5 gens.—M.G. Midget (August, 1949) 11hp T.C. 2scalellari conditions of ref leather, carefully used,
excellent conditional Smith, below 1949 models, terms,
4.6.5 ms.—M.G. June, 1940; 2.6-tire 4-door sports
cellent condition; terms, exchanges.—Powland Smith,

delow. 4.5 gns - M.G. Midget (Jaruary, 1947) 11hp T.C. 2-seater, cream, fawn feather, radio, many xiras, very good condition; terms, exchanges.—Rowland mith, below

Smith below

2 5 ms. M.O. (April, 1989) 2.6-litre foursome drop
head coupe. maroor, maroon leather. Windton
hons. unworn tyres, excellent condition; terms, exchanges.—Rowland Smith. below.

3 5 ms.—M.G. Midget (July, 1959) 10hp T 2-seater.
Abinadon blue. blue leather. carefully used.
excellent condition; terms. exchanges.—Rowland Smith.

excellent crontion, term, catalases.

3.3 sus,—M.G. Midget (1938 model) 10hp T 2.

3.4 sus,—M.G. Midget (1938 model) 10hp T 2.

3.5 sus,—M.G. Midget (1938 m

below.

7 5 pns.—M.G. (May, 1958) 14 litre foursome drop
head coupe, grey, blue leather, good twee;
choice of 4 16, M.G.s; terms, exchanges.—Rowland

choice of 4 1%. M.G.s.; terms, exchanges. — Novami Smith, below M.G. Midget (1955 model abp J.2. z-seater, 1902 black, silver wheels, spare tyre unworn, care fully used, very good condition; terms, exchanges. — Row land Smith, bed. Midget 1955 8hp. J2. 2-seater, green 14. 5 red wheels, good condition, terms, exchanges list; open 9-7, week-days and Saturdays. — Rowland Smith, Hampleted (Hampsted Tube). Hampleted (2010)

1947-8 TC black red. stage II engine new hood and screens, battery, titted radio and extras, 12,500 miles, bodywork and mechanical condition, perfect, H.P. available,—Tel. Bows Park 2621.

WALTER SCOTT Ltd.—1935 M.G. P.B. 2-seater, biue, 5,000 miles since enaine reconditioned, excellent troughout; £225; terms, exchances.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Pri. 5914.

(Cáloto de la color de la colo

7542.

M. G. 24-litre 1939, completely reconditioned and re-cellulosed, 4-seater saloon in perfect condition, a connoisseur's car, can be given any test or inspection; highest offer accepted to Leaderflush Ltd., Trowell, Nottingham.

Nottingham.

1938 (July) M.G. TA 2-seater black, green excellent condition including all-line states and the seather equipment, two Windtones, twin spot lights, lugscase arid, cockoli cover, etc.; 235.—Cutter, Barricottage, Walberton, Arundel, Tel, Edsternate 26, 16078

1949 (June) M.G. T.C. supercharged 2-seate an obstanding and immaculate example inside British racing green and chromicalise example the commitment of the commitment of the commitment of the guarantee; terms, exchanges.—H. F. Edwards, 200, 620 Portiand St., W. J. Langham 0012.

Portland St., W.1. Langham 0012.

19 16 Mo, T.C. black/red, reconditioned through-aince 5,000, all new tyres, rear 600 Mcl. twin horns.
Bluemel wheel, ribbed brakes, cast valve cover, new dashboard and instruments, new side cuttains, speci-ien car, virtually 1949 model, taxed, regree selling, reason domestic, 2555.—The Vicarage Dudlesson,

M.G. Cars Wanted

THE CAR MART. Ltd., wish to purchase M.G. Cars.—
320 Euston Rd., N.W.1. Euston 1212. [0966] ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948]

1950 M.G. 14 saloon required.—Durngate House, IC1010 SPOT cash TA 1959 drop head coupe -49, Montserrat Rd., Putney 1526. [6371

TD M.G. wanted, exchange 11,-litre saloon, cash adjustment.—Erskine. Woking 330.

PERFORMANCE CARS urgently require M.O. cars.— Great West Rd., Brentford, Middx. Ealing 8841. [W3041]

W5041

I RGENTLY required, low mileage 1946-50 M.G. 1½

Lyndhurs Rd. Christchurch, Hants. Tel. 1681. 19767

M AYFAIR GARAGES, Ltd.—Particularly good cash buyers of alm odels M.G. 1 telephone or write for buyers to cail.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock), Mayfair, W.I. Mayfair 104-50.

W. JACOBS & SON.

W E specialise in spares and repairs for all models of M.G. cars.
W JACOBS & SON, Mill Grange, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

Touthal Woodford, E.18. Wantstend 0600. (0306 Touthal Woodford, E.18. Wantstend 0600. (0306 Touthal Woodford, E.18. Wantstend 0500. (0306 Touthal Woodford, E.18. Wantstend 0500. (0306 Touthal Woodford, E.18. Wantstender, E

M.G. Spares and Service

PERFORMANCE CARS.—M.G. sales, service, spa
Great West Rd., Brentford, Middlesex.

M G spares, most parts in stock for all models, 1950 bushes, shafts, etc., replacement cambaffs, rocker bushes, shafts, etc., replacement cambaffs, rocker dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), &W.19.

Overseas cars, Lid

1950 Morgan 4/4 coupe, red-blue hide, genuine active car; price 2595. For other Overseas Cars bargains see page 45.

O'ERSEAS CARS, Ltd. 277, Brompton Rd. Knighterburde, S.W.I. Tel. Kensington 7475.

ORGAN Plus-4 2-seater, chassis only, complete with MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2, Tudor 2501-2, [C5018]

1937 Morgan 4/4 sports 2-seater, T.T. replica, many extras, perfect; £375 or on very easy hire purmany extras, perfect; acres of the first f

1952 (February) Morgan Pius Four, 4-str., green. covenant free, just carefully run-in. 220 worth of extras; offers invited. Gower, 27. St. Agnes Rd., Moseley, Birmingham. Tel. South 2515. [6529]

565 ms.—Morean 4.4, 1950, 10hp drop head coupe.
565 ms.—Morean 4.4, 1950, 10hp drop head coupe.
565 ms.—Morean 4.4, 1954. 10hp sports 4-seater.
575 ms.—Morean 4.4, 1942. 10hp

OWLAND SMITH'S. ROWLAND SMITH'S, the Morgan buyers.—Hampers of Stead High St. (Hampstead Tube). Ham. 6641

XXX Cash immediately for good Morgan,-H. F. bam 0012. Edwards, 200, Gt. Portland St., W.1. Lang-WANTED privately, 1950 Morgan 4-seater or coupe, less than 7,000; £525 offered.—4. Mariborough Ave., Hull.

Morgan Spares and Service

MORGAN 4/4-official spare parts stockist, service and
repairs.—Basil Roy, Ltd., 161, Ot. Portland St.,
W.1. Langham 7733.

MORGANS.—All available spares in stock.—F. H. Douglass. Morgan Specialist, Ia. South Ealing Rd. Ealing W.5. Ealing 0570.

CAR MART, Lid.

1950 Morris Minor saloon/tourer, radio, heater. 8,000 miles; £745.—Car Mart, Ltd., 150. Park Lane, W.1. Grosvenor 3454. RAYMOND WAY.

AYMOND WAY of Kilburn

RAYMOND WAY, the Lire purchase specialists.

ATMOND WAY, the Life burchase speculians.

Morris Milior touere, original black coaching work, litted radio and heater, one owner, 17,000 miles are under the coaching model; 599kms a ceruline example of this very popular model; 599kms a ceruline example of this very popular model; 599kms or the spot with no reference, the life production of the content of the content of the coaching the coach

R. J HUNTER, Ltd., offer:-950 Morris Minor saloon, one owner; £745.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, IC2040

A. SAUNDERS, Ltd., offer:

1950 Morris Minor saloon, grey with beige upho 836/842. High Rd., N.12, Hillside 0024. MORRIS MINOR 1952, no covenant, no mileage.— Mou, 6404, daytime only; £750, [6229]

1950 (Feb.) Morris Minor saloon, black/beige, one owner, taxed for year, 15 500 miles, heater.

TICKFORD Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [4029] MORRIS Minor saloon, 1950, as new, low mileage one owner.—Hooton (Chea.) 5108, or Box H. 586 Lee & Nightingale, Liverpool, 2. [616]

1950 series Morris Minor touver green, radio 12.800 miles: £650.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. (CDO:

1950 Morris Minor tourer, one owner, low mile-months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). (Cl034

MORRIS Minor saloon, November, only spare unused colour black: A hire purchase.—B. & H. Motors, 1464-8., stone (Finchley), London, N. 20. Tel. Hi

MORRIS MINOR MORRIS Minor saleors, black with beige leather, mileage is under 5,000; this car has been very carefully driven and has been maintained according to the manual since new; £700; no dealers.—Box 1283.

595 gns.—Morris Minor, May, 1950 tourer, bla fawn upholstery, one careful owner, unw tyres, exceptional condition; terms, exchages; list; or 9-7 weekdays and Saturdays.—Rowland Smith, Hand steed (Hampotead Tube). Hampotead 6941.

THE CAR MART. Ltd., wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.I. Euston 1212. [0716

1949 and 1950 Minor saloons urgently wanted, 56. Bayswater Rd., W.2. Pad. 1920.

PHŒNIX MOTOR Co. (SURREY). Ltd., High St. Sutton Surrey. Vigilant 1121. R OWLAND SMITH'S, the Morris buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. CAMDEN MOTORS urgently require 1949-50 Minor tourers and saloons; particulars and prices re-CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Eads. Tel. 2041 (5 lines). [W1035

MORRIS EIGHT DICKS.

1938 Morris 8 saloon de luxe model. 4-door £295. DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.

£135 -1935/6 Morris 8 saloon, just fitted works replacement engine, sound mechanical order, eather upholstery, reliable car, good appearance; exchanges. OACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

ATEHOUSE MOTORS offer: 1938 Morris B saloons, choice of 4, from £255,— Catchouse Motors, Ltd., Highgate Village, London, N.6, Mou. 4444. (C2021

CE SERVICE STATION (LONDON), Ltd., offer;-1936 Morris 8 tourer, upholstered in real hide; 8.185. NORTH Circular Rd., Stonebridge Park, N.W.10. [C1000

1948 Morris 6 4-door saloon. 13.000 miles, as new; 2550.
PICKFORD Ltd., 8. Upper St. Martin's Lane. W.C.2.
[4029]

1938 Morris 8 2-door saloon de luxe, a very coles GARAGES, Worple Rd. wimbledon, London, C.S.W.19. Tel. Wimbledon 0195-6, [C1054]

1946 Morris 8 salcon, good condition, leather up-holstery, reconditioned engine; £450. G. & R. GARAGE, Ltd., 33. Victoria Rd., Surbiton, [C2025]

1947 Morris 8 saloon; £550.—Tower Garage, 617, Finchley Rd., N.W.3. Ham. 2255. [6198 £95 deposit.—1938 Morris 8 d/l saloon, original £100 deposit.—1939 Morris 8 d/l saloon.

£150 deposit.—1946 Morris 8 saloon, exchanges.— Roys Automobiles, Ltd., 127, Parkway. N.W.1. Euston 2700. (C3059

2345 - Morris 8 1940 4-dr. sin., sldg. roof, ex-BenMorrors, 1. Ciarendon Rd. Holland Park, Lon-don, W.11 Fark 5066-7, Open Mon. to Sat. 9-6, Soy vds. Holland Park Tuber, Exchanges, hp. (Ci017

1948 Morris 8, 16,000 miles, excellent condition. E KCHANGE or sell, 1946 Morris 8 saloon, one owner Head, Rabley Heath, Welwyn. Knebworth 3524 1939 2-door saloon, recon. engine. new battery, carpet, springs, shackles, etc.; £310.—

1936 Morris 8 2-door, sliding roof, very well looked after; £240.—Mitchell, 1, High Rd., Balham (2234), S.W.12.

1947 Morris 8 sun saloon, heater, etc.; £475,— L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3086.

1948 (iate) Morris Shp 4-door saloon, exceptional condition; £525.—Colin Haines, Ltd., 30s., Bourdon St., W.J., Mayfair 2533.

1939 Morris 8, 2-door saloon, black, very clean inside and out; £325 or offer, -34, Percs Rd., Humpton-on-Thames, Molesev 4283.

1937 Morris 8 sun roof saloon, in very good con-dition throughout; £250.—Wembley Court Motors, High Rd., Wembley, Wembley 8787-3. [C4050

1948 Morris Shp 4-door micon. black exterior with brown unholstery good tyres, good mechanically, excellent appearance, 259.1.

TERRARIS OF CRICKLEWOOD, 144. 200-220.

Cricklewood Broadway, K.W.Z. Gia. 2254. (2208

MORRIS EIGHT

1938 Mo

295 good condition; terms, exchanges.—Rowland Smith below.

-Morris 8, May, 1938, 4-seater en very good condition; terms, ex-

1939 Morris 8 4-door de luxe saloon, reali (Wimbledon), Ltd., High St., Wimbledon, Wimbledon, 5155.

2020 — Magnificent Morris 8 sports 2-seater.

2020 bodywork spotless, mechanically excellent, complete all-weather equipment; this vehicle represents exceptional value at this price; choice 70 others; 3 months; guarantee, like purchase, exchanges.

AMBG OF WOOD GREEN Fineley Showroom ST. High Rd., Flinchley, N.12, Fin. 6221. (C2055)

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morria buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976]

MORRIS TEN

MEALING MOTORS, Ltd., offer 1947 (late) Morris MEALING MOTORS, Ltd., offer 1947 (late) Morris Drilliant as ordinal black cellulose, best quality brown laxed to the end of year, total recorded militares 14,505. Let terms and exchange.—99, Richardson St., (5212 Wycombe 2476.

H. A. SAUNDERS, Ltd., offer:-

1948 Morria 19hp saloon, black with brown up-holstery, recorded mileage, 35,000; £655. 836/842, High Rd., N.12, Hillaide 0024.

CE SERVICE STATION (LONDON), Ltd., offer:—
1948 Morris 10, excellent condition; £550,
1947 Morris 10, very nice car; £475,
NORTH Circular Rd., Stonebridge Park, N.W.10,
(C1000)

MORRIS 10hp Ser. III 1938, mechanically perfect, radio, heater; £330,—Valentine 7061. [6115] 1939 Morris 10, good, clean condition; £580.— Salcott Motors, la. Salcott Rd., S.W.11

195 gain.—1938 Morris 10 de luxe salcon, radio, bar-gain.—Autosnips, 5, Balham High Rd., Balham

1947 Morris 10, black/brown leather, excellent condition: £525.—L. F. Dove, Ltd., Guild-ford Rd., Woking, Tel. 1282.

MORRIS 10. 1948, excellent condition, any trial, ox tensive overhaul; £625.—Salcott Motors, 1A, Sal cott Rd., 8.W.11. Bat, 1187.

1948 Morris 10, one owner, black and br immaculate condition, 18,000 mile examination or trial; £585.—Haskins, Ladbroke

365 gns.—Morris 10 1939 Series M. de luxe saloon, black, sllding head, brown in carefully used, excellent condition; terms, exclust; open 9-7 week-days and Satundays.—Re Smith, Hampstead (Hampstead Tube). Hampstead Smith, Hampstead (Hampstead Tube).

POWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St (Hampstead Tube). Ham. 6041 10977 R High 8: (Hampslead Tube) Ham. 6041 10977
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Endom good 1999 models or post-war. 12-Pwood froadway. N. W. 2.
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1937 Morris 12bp, resprayed black, any trial; £350.
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1030 Morris 12 Series 5, beautiful condition, ra
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1950 Morris Oxford saloon, 10,000 miles; £995 — Euston 1212. N.W.1.

WARWICK WRIGHT, Ltd., offer:-

1950 Morris Oxford saloon, black, brown leather, WARWICK WRIGHT, Ltd., 150, New Bond St., W.I. [O4005]

1950 model Morris Oxford saloon, maroon, leather W. J. BROWN, Ltd., Established over 30 years.

339. Finchley Rd., N.W.3. Hampstead 4414.

£675.—1949 Morris Oxford maloon in maroon.
ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2., Paddington 0289. [C2035]

1950 Morris Oxford saloon, beater, 15.000 miles £775.—Herd's Garage, Ashford, Middx, 2004. 1950 Morris Oxford saloon, radio, heater.—Auto-work, Ltd., Winchester. Tel, Winchester. [C1010

1949 Morris Oxford saloon, fawn with beign leather, 22,000 miles only, nice condition. £725.—John Trigg, Ltd., Esher 1254. (C4033

L. F. DOVE offer: 1950 Morris Oxford, black with brown, 9,000 miles; £825,—69, Broadway, Wimble-ion, S.W.19. Liberty 3456.

1949 Morris Oxford, 18,000 miles, one owner, regular garage maintenance; £725.—Sargeant Raggles Wood, Chisiehurst. Imperial 2242. [5956]

1949 June Morrie Oxford asiloon, marcon heige neter, 1000, excellent condition throughout: 597 JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7 North 4441.

1950 Morris Oxford saloon, fitted heater, covers spotlights, etc., very clean; £785; also 194 Oxford saloon, mileage 12,000, as new; £695.—Crammore 64, High St., Potters Bar 2040.

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THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434, [0717 ROWLAND SMITH'S, the Morris buyers.-Hamp-stead High St. (Hampstead Tube). Ham. 6041. WANTED, low mileage Morris Oxford saloons, immediately, — Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Tel. 21429.

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1950 Morris Six saloon, 6,000 miles: £925.—Car 3454. Mart. Ltd., 150, Park Lane, W.1. Grosvenor (C1039 1950 Morris Six, green, green upholstery 10,009
Wilcox (SLOUGH), Ltd., Morris House, Chandos
St., Slough, Tel. 21429. (C4052

1950 (July) Morris Six. in superb condition throughout, one owner, bargain; £800.—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4723. [C1011 1950 Morris Six, heater and radio, grey, one owner: £375; part exchanges, terms—Mitchell, 1 High Rd., S.W.12. Bulham 2254. [4525]

1950 (May) Morris 6-cylinder de luxe salout 1950 [4,000 miles, as new throughout, taxed year 6745; consider exchange.—Turner, Palmers Green 7935

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(JENUINE Morris spares immediately available in the West End. Co., Cleveland Garages, Cleveland St. S. MORRIS & Co., Cleveland Garages, Cleveland St. W.I. Tel. Mus. 1932, 6574.

(10542)

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PARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Morris spares, sales and service, 209. Balham High St., S.W.17.

WEST London.—Rogers Garage; repairs and service, stockista. New address, Wellesley Ave.. Paddent-wick Rd., W.6. Riverside 2644-5. Old and new friends selcome.

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1938 Nash 24hp 8-seater station bus, overhauled; CEORGE NEWMAN & Co., 569, Euston Rd., N.W.1 Elsidon 4466.

SIMPSON'S MOTORS offer:-

1949 Oldsmobile Rocket model 98, fitted with all extras, left-hand drive.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691,5903. [C4015

OE THOMPSON (MOTORS), Ltd., offer:--1950 Oldsmobile hydramatic drive 4-door saloon.
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Distributors (RAWLENCE), Ltd. Sales, Service and Spares, Blindiey Heath, nr. Lingfield, Surrey, Lingfield, Surrey, 1978, 1978, 2079,  $\mathbf{D}^{595}$  is tributors (RAWLENCE), Ltd., Blindley Heath, or, Lingfield, Surrey, (0115

1949 Oldsmobile hydramatic de luxe saloon, leit-lied oldsmobile hydramatic de luxe saloon, leit-hand drive, 12,000 miles, many extrast-war, Moisers, Tel. 4371.

1949 Rocket Oldsmohile 88 4-door saloon, low milesae, hydromatic drive, radio, heater, ieautitul condition, £1,773.—Taylor & Crawle, 1903.

Kennington Court. W.B. Western 6015.

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1937 elather uphoistery, body undamased, show room condition, relation and shell perfect, new works engine, guaranteed 500 miles only, easystean wheels, relations to the state of the

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1936 lahp saloon de luxe, black brown leather.
1936 lahp imousine 7-str., roomy. fine hire car;
£550.

1949 model Renault 8.3 4-door saloon, low mileage, faultless, £455.—Bruce France, Sa, Cromwell Mews, South Kensington, Fla, 0515.

1938 Renault 12hp, reprayed black, in exceller condition; £265; part exchanges, terms.-Kirkdale Cars, 519a, Kirkdale, S.E.26. Syd. 6129,

1939 supercharged Rootes-Marshall 12hp 1650 mph, hil climbing with ease oil coil, Plat plus, an experience of the control of the control of the control of the mph, while control of the control of the control of the mph, hil climbing with ease oil coil, Plat plus, an experience of the control of the control of the control mouth of the control of the control of the control of the mouth of the control of the control of the control of the control of the mouth of the control of the cont

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RICHARDS & CARR buy 750 and 760cc Renaults.—35.

Kinnerton St., Wilton Place, London, S.W.I. Sleam

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1951 Riley 2%-litre saloon, 9,000 miles, £1,495;
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1950 Riley 11/2 saloon.—Autowork. Ltd., Win-chester. Tel. Winchester 4854. RILEY 9, 1937 special series saloon, free wheel, over-drive, low petrol cons.; £250.—Box 1328. [6289 SUSSEX specialists for reconditioned Riley cars, 10-pairs, speres.—Lewes Motors, Ltd., Lewes.

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1939 1½-litre Riley Numerid drop head coupe, black condition throughout, 28d. 72-74. High Rd., Gouth Woodford, 2.16. Bothurst 756.

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1933 Rolls-Royce 20 25hp Thrupp & Maberly Sports saloon with rear boot, finished black step leather, 2800.

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EDWARDS & Co. (BOURNEMOUTH). Ltd., mouth (Tel. 1272-3), officially appointed Received and repairers; reliable used cars in stoc

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ROLLS-ROYCE 25hp owner-driver sports saloo Hooper, with large luggage boot; the condition of the car is in every way perfect and the mileage is 1,650gns.

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1937 (July) Rolls-Royce Phantom III psts:// terms. exchanges.—Moreton Garmaes, Embankment, S.E. II. Tel. Reliance 4016.

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2 Ohr Rolls-Royce (2.3, 57), edance de ville by
Mullimer, black, recent engine overhaul, in
late condition, 21, 575.—Silverthorne Motors, LidFinchiev Rd., N.W.II Meadway 2866.

1937 Rolls-Royce 20/25, with magnificent new wine real hole for parties, etc. with rugs to match recept engine, etc. with rugs to match recept engine, etc. with rugs to match recept engine and the recept engine of the r

1936 (November) 30hp 6-light Windover | sine, G.R.M. series, leather frunt, Duni with Bedford cloth rear. F.F. occasionals, private o careful maintenance; £1.500 o.n.o.—Box 1552.

1933 Rolls-Royce 20/25 Park Ward owner-d saloon. lovely condition.—Claude Burs & Co. St. Feter's Garage. St. Peter's Rd. Ham-smith. Riverside 764

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1930 fitted with 4-light saloun finished green. 2
large comfortable tucket seats in front, deep comfortable seats in rear, large book section of the comfortable seats in rear, large book sections of the comfortable seats in rear large book sections of the comfortable seats in rear large book seats in rear large book seats in rear large book seats in rear large seats of the comfortable seats of the co

Lordon Rd., State West Writh with sedama de upholstery, electrically controlled distance and publishers, electrically controlled distance and publishers, electrically controlled distance and publishers, electrically controlled distance and rear blind, interior heater and radio, one owner, first registered December, 1948, emuine milease 18,500, condition the publisher of the pub

VINTAGE AUTOS of Knightsbridge, the Rolls 20 and 25 at competitive prices — Head office and shows a selection of good Rolls 20s and 25 at competitive prices — Head office and shows to the selection of the selec

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partition, widest occasionals, black—privately
coner, 55,000 milesase.

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Limousine 1938 (mileage 35,000) Phantom III
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a solid (appets) Windower, partition, magnificent
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1939 Rover 10 saloon de luxe. immaculate condi-tion, good tyres, taxed Dec., outstanding good value; 595gns.—Tel. May, Maidenhead 302. [541]

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[6339]

1948 Rover, £690, 12hp sports tourer, coachbuilt, Phillips, For, £294 (daytime).

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C4019

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34 5 ms.—Rover 12 June 1937. de luxe 4-door
diese, excellent condition, terms, exchanges, list; espe9-7 week-days and Saturdays.—Rowland Smith, Hamptead (Hampotead Tube). Hampstead 6041. (Caolle

CAMDEN MOTORS.—Rover 12hp apecial 4-light sportsman's seloon, 1935, general appearance much in advance of its year, attractive streamlined body styling with external rear boot and late type instru-ments like 1939 model, typical Rover sports performance;

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Cin dark green, two previous owners, back axie, stering, brakes and clutch overhauled (269 bills available), attractive all-round condition; 2495.

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1947 (Oct.) Rover 12 sportsman's subcomposition of the condition, where heater, one dector owners condition, private bargain £775; terms could arranged — Crook, 23, Radnor Mews, Sussex Place, Amb. 2306.

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DICKS 1938 Rover 14 salcon, recent overhaul, bills here for 870; 8425,
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AMDEN MOTORS—Rever 14 morts mean apecial discs and other extras, typical Rover sports performance and other extras, typical Rover sports performance and other extras, typical Rover sports performance and the performance of the performance of

1939 Rover 14 drop head foursome, new head; £590 -Smith & Hunter, Ltd., 376, Kensing-ton High St. London, W.14, Tel, Western 2312, [C4017]

1936 Pover 14 saloon, in splendid condition throughout, any inspection or trial; £345,—Wembiey Court Motors, High Rd., Wembiey. Wembier, (C465)

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16 hp Rover Nov., 1946, engine just overhauled by amakers, in spoiless condition, a really fine example of a small initiese Rover, maintained regardless main properties of the state of the

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car, engine and clutch completely right GARAGE SERVICE Co., Ltd., 16
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£550 o.n.o., Rover 20hp sports saloon, car, garage mentained and in condition, many extras including heater, wheel descellent fuel consumption and performance. Mr. Craig Junior, am. Mol. 240, p.m. Kin.

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1918 Rover 75 aporta sal., speedo reading 10.000
1948 Rover 60 sal., black green leather, radio, heater, as new.
Rover 60 sal., black green leather, radio,
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3000 miles; 1950 Rover P4 saloon, radio, heater, logo inose covers.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar (Clear)

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Tel. 2007.

CAMDEN MOTORG.—Rover 75 saloon, P4 mo April. 1950, in black with H.M.V. radio, bear Generatory. tailored seat covers, immacu throughout and a gestuhe few milesage car. 21.35.

Care with leather interior. H.M.V. radio and brea one very fussy owner, this car has been serviced every fussy owner.

Of hewn with neutron as a back serviced every construction and over flows owner, these serviced every constructions and hills, etc., available, £1.945.

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1951 (November) Rover P4, 5,000 mil-heater, colour cream with red l seat covers, absolutely as new, B.M.T.A. pe price plus 10%.—Harrow Garage. Tel. R.

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P.4 Rover, in new condition.—Hall, 132, Hinton Ave...

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An analysis of the state of the

1935 singer 9, actual TT, long-tailed 2-seater, starter, dynamou, initis, etc., paper crown and pinion; starter, dynamou, initis, etc., paper crown and pinion; page 1936 filter of the page 1936 filt

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1936 Rover 12 4-seater sports tourer, excellent condition; £250.
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1946 (June) Standard 14 drup head coupe, very west Hampstead, N.W. Ham. 2211. (C.403). 1947 14th Standard foursome drop head coupe. Springer Standard foursome drop head coupe. Springer Springer Standard foursome drop head coupe. Springer Springer Standard 15th LEFT, Ltd. Lowndes 60, Knights. AD Standard 16 as 1555. (Two 1555).

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49 Standard 14 sal; £665.—Tower Oarage, 617.
Pinchley Rd., N.W.3 (Ham. 2255).
[6199
12 5 m. 1937 Standard Flying 14 salson.—Automics, 5, Balham High Rd., Balham 1509.
[C1008

1947 Standard 14 saloon, beise leather upholises, 5575.—Dexcellent mechanical condition, as new 6575.—Dex 1964 Standard 14hp saloon, excellent condition, new engine, heater, black, red isather, one owner; mid-5.—Box 1968 (5518)

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5 steel grey, grey leather, H.M.V. radio, excellent
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1949 (Nov.) Sunbeam-Tailot 90 saloon, with slid-ing bead, black with brown leather quad-ieters, cutstanding in performance and a delightful mote car in every temperal. Sunbeam-Tailot 80 saloon, with 1950 aliding head, sain bronze with red leather upholstery, fitted radio, heater and rimbelishers, care-fully maintained and in really excellent all-round cou-cilition. It will pay you to telephone or write for our femble guarantee.

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1950 Sunbeam-Table 90 1610 salom, black, beise WARWICK WRIGHT, Ltd., 150, New Bond St., W.I. HENDON CENTRAL GARAGE, Ltd., offer:—

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ROOKLANDS.-Individuality, new and used. 1952 Sunbeam-Talbot 90 d.h. coupe, black; £1,395.

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Euston 6611. Care to the control of 1950 model Sunbeam-Talbot 80 saloon, bronze, red leather upholstery, sliding roof, 21,000

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Ltd. 73. Eastern Rd. Brightur Tel 25753 - Griston)
SUNBEAM-TALBOT 90. July. 1550, foursome droo head
nidio, heater, 7,000 miles from few, one owner. 2575.
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SUNBEAM-TALBOT

deposit.—'59.'40 Sunbeam-Taibot 10 drop

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stored the head foursome new for bills available, exceptional order; £556.

Sulcon, 1947, registered very late in the year,

can be supported to the sunbeam-taibot 10hp sports

stored the sunbeam-taibot 10hp sports

alor sulcon, 1948, in silver grey, 21,000 miles, looks a

lot less, new set of tyres fitted last week; £655.

CAMDEN MOTORS, Sunbsam-Thibot 10hp drop,

can be supported by the sunbeam-taibot 10hp open 4
seafer fourer, 1947, fitted reconditioned engine and

ewe Firestone tyres two months ago, fast and economical

with a delightful road performance, £545.

Common coupe, November 1959, a one-owner car,

carefully laid up during war, original throughout;

CAMDEN MOTORS, Sunbsam-Taibot Specialists, Lake

Street, Leighton Buzzard, Beds, Tel, 2041 (5 lines)

Street, Leighton Buzzard

of the country. Showtooms open the tensor [C1085 Asturday.]

1950 (July) Sunbeam-Taibot 80 saloon, grey, genuine 7,000 miles, one owner, indistinguishable from new £300 or nearest offer.—P. Morcan. Biracatole, Wych Rd., Maivern. Worca. Pt. 1786. [6122]

I ATE 1951 Sunbeam-Taibot, green, 5,000 miles, red from covenant, price £1250.—Kave. 39, Garrick Close. Watton-on-Thames, Surrey, Walton 2659. [6556 A RCH. 265]

A RCHE SIMONS & Co. Ld.—1947 Sunbeam-Taibot Assoon, metallic grey uphoistery to match, nominal milesce, an exceptional example of this very attractive model; £595.—94, Gl. Fortland St., W.1. Lan. 15(2015)

### Company of the Co

Below.

1949 Sunbeam-Tailbot 90 saloon, heater, one one examination or trial, taxed year; 2925.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2.

any extensions of the control of the

### Sunbeam-Talbet Cars Wanted

THE CAR MART. Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212

OOTES.

DISTRIBUTORS

EQUIRE modern low-mileage Sunbeam-Talbot cars BIRMINGHAM.—Lower Temple St. (Central 8411).

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OCHESTER -(Chatham 2231.)

WROTHAM Heath (Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.I.

ROWLAND SMITH'S. ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—
Hampstead High St. (Hampstead Tube). Ham

CAMDEN MOTORS urgenily require 1946/7 Subbeam-Tablet 10th salcons and all types of substan-2-lite series.—Particulars and price required to "AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Cambean, Feb. 2041 (5) lines). (W1055 CRIPPS, of Nottinsham, urgenily require all recent models of Sunbeam-Talbot cars—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381.

Nottingham. Tel. 46381.

PIRMINGHAM and Midlands.—Low-mileage beam-Talbot, modern cars required by G Heath, Ltd., 180-184, Newhall St., Birmingham. Lower Temple St., Birmingham. 2.

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey, Vigilant 1121.

TALBOT TALBOT TALBOT 1936-7 105 Talbot, this car is fitted with a magnificent foursome drop head couped by James Young and is finished in powder blue;

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R OWLAND SMITH'S, the Talleot buyers.—Hampste High St. (Hampsted Tube). Ham. 6041. XXX Cash immediately for good Talbot.—H. F. Edwards, 200, Gt. Portland St., W.I. Lang-

DismantLing: 5 Talbots 1936 18, 1934 21, 1933 21.

—Motolympia, Welshpool. Tel. Oswestry 480. PECIALISTS in repairs to pre-war Talbots.—Hewits and Gosden, Ltd., 269, London Rd., Croydon, Tho. 2022. 2092.

ARGE stocks new and second-hand Taibot spares.

1929-36, including ambulance. — Clare's Motor of the Control of the Con

CAR MART, Ltd. TRIUMPH 1950 (Nov.) Triumph Mayflower saloon, 7.000 miles; £855 miles; £855 Triumph 2000 Roadster, 17,000 miles; £875, Forstan [212] NEWNHAMS, Ltd.

1950 (November) Triumph Renown saloon, marron
1950 (November) Triump

1949 Triumph 2000 Roadster, one owner, mileage 15,000, most carefully maintained; £775. p. F. FUOGLE, Ltd., Bushey Heath. Herts. Tel 1665. (22017)

ELITE MOTORS offer:-

1947 Triumph 1800 Roadster, black cellulose with condition, radio and heater, new hood just fitted, moderate and conditions and conditions and conditions and conditions are seen to be seen as the condition of t

1949 Triumph 2000 saloon, moderate mileage.—
Grosvenor 4772-3. [C305] WANSTEAD MOTORS Ltd. offer:-

1949 Triusiph Roadster, grey, grey upholstery, loose covers, one owner, radio, 20,000 miles; Wanstead MOTORS, Ltd., Cambridge Park, E.11. [C4042]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 Triumph Renown, 9,000 miles (subject to balance of covenant); £1,195, Triumph Mayflower, heater and radio; £850.

1950 "Triumb Renorm salon, colour pale blue, 1950."
1950 with beite leather, in most immaculate condition, £1,052. Portsmouth Rd. Thames Ditton, £1,052. Portsmouth Rd. Thames Ditton, £1,052. CORDON CARS (LONDON), £1d.—1949 Triumph 2000, CROMS (LONDON) Rousset; £275, 513. Euston Rd., London, N.W.1, £250. (CROMS (1951), Triumb Page (1951), Triumb

1950 (Sept.) Triumph Renown saloon, black, beige W. J. BROWN Ltd.—Established over 30 years. 339. Finchley Rd., N.W.5. Hampstead 4414.

1938 Triumph Dolomite 14hp saloon, radio, very sood condition, 5 months' guarantee; £325, C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (5 lines). [C1061

1949 Triumph razor-edge saloon, black, beige leather upholatery, one owner; £795.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9, Col. 8082. 1949 (March) Triumph 2000 saloon grey, grey candicather, ex. cond. 20,000 miles, radio;

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5538. 1949 Triumph 2000 saloon, grey: £875.—C. A. 1949 Peto, Ltd., 42, North Audley St., W.1. May-

fair 3051. 1950 Triumph Renown saloon, 3,000 miles, ever 1950 extra: £1 235.—Mansfield Autos, Ltd. Tel. 1C5001 TRIUMPH 2000 Renown saloon, Oct., 1949, perfect £1,000 or offer Pop. 5151. Mills, 15, King St.

1939 Triumph Dolomite completely overst and recellulosed, excellent condition;
-Scovell, Twinstead 268

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NAYLOR & ROOT.—1949 rrumph 2000 Roadste green, radio, low mileage; £425; six months anice.—25, East Hill, Clapham Junction, 8.W.11.

NOVEMBER, 1937 ('38 model) Triumph Do salcon, lovely condition, taxed year; \$250.—1 side Motors, 102, High Rd., Uxbridge, Tel. 184, 10

5000 mlles.—Nov., 1950. Triumph Ma gain: £225.—Sidney Marcus Ltd., 35, Sloane St. Tel. Sloane 3557. 1949 model Triumph 2000 Roadster, by mechanically very sound, new tyres, clean. A.A. or R.A.C. inspection welcomed, 3 m.

riean, AA, of RAAU Hipperson, agustantee; £750.
TRINITY CARS, Ltd., 94, Rorth Side, Wandsworth
Lommon, S.W.18. Vandyke 1165.
Triumph, 2000. C405

ROSE & YOUNG Lid., offer 1949 Triumph 200

model Roadster, radio fitted, low milesae, black

6745, 65-69, Sternhold Ave, Streatham Hill, S.W.2

(One minute Streatham Hill Station.) Tuke Hill 6464

1949 (Aug.) Triumph ranor edge saloon, immacute, spare wheel and tools unused: cost £1,400 lagt September; taxed and insured; accept £475.—StonBe, 78. Dickson Rd. Blackpool. Tel. 21809. 1974. El tax, powder taxted and insured; accept £475.—StonBe, 78. Dickson Rd. Blackpool. Tel. 21809. 1974. El tax, powder Lautities runner, hire purches, ouchangement and the stone of the stone of

6490.

Discounting 14 saloon, 1959, 10 years present Ham stead owner, new brake drums and linings, elicites including wiring, starter, dynamo, control une tetered six months also, battery still under guarant restrict decoked, reconditioned carburetters, good tyre 2235 cash or plus 2500 for good allard drop bead. Box 118.

TO-DAY'S cost £1,692/51'-1950 Triumph 2000, R.

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M FYHE CAR MART, Ltd., wish to purchase Triumph cars.—820, Euston Rd., W.W.I. Euston 1212. ROWLAND SMITH'S

POWLAND SMITH'S, the Triumph buyers.-Han stend High St. (Hampstend Tube). Ham, 6041 MARSTON MOTOR Co. Ltd., for your Triump Tel ana 8000.—seven Sisters Rd., Tottenh

XXX Cash immediately for good Triumph.—H. F. Edwards, 200, Gt. Portland St., W.I. Lang-

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1948 (Sept.) Bradford Shp 6-light utility, blue, coachwork unscratched, small mil one owner, £465.—The Broadway, Mill Hill, N.W.7, Mil. 2040.

M11. 2040. [C5012]

1947 lohp Ford 6-seater Utilecon, one owner, excellent condition; £395.

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1949 Bradford de luze utility, checked and ove hauled in our works, £475; summanteed. G. W. WILKIN, Ltd., 1, Weston Park, Kingston-of Thames. Kin. 2241. 1939 Ford 10 Prefect 4-door utility, gift: £295.—
1939 A.Z. Motors, Palmerston Rd., N.W.6. Mai

1948 Bradford de luxe utility 4 seats, recondi-

G. W. WILKIN, Ltd., I, Weston Park, Kingston-on-Thames, Kin, 2241, [C4055.] 1949 Bradford de luxe utility, one owner, taxed year; £450.—Buntings Motor Exchange. Tel.

Harrow 6225-6. [5936]
1947 Pord 8 Martin Waiter Utilecon, in reality ex10hp Utilecon, £958.—Bell utility, fitted most attractive
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K. Riverside 6677-8.

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CASS'S MOTOR MART.—1937 Butdon 22, fitted makers, T-passenger wooden utility book, exception makers, T-passenger wooden utility book, exception makers, T-passenger wooden utility book, exception makers, T-passenger wooden utility, recent entitled to be a second to be a second

1950 Estate car (2-door), Standard Vanguard, dition; nearest offer to £700.—Rothwell. 22 Windoor Rd. Clayton Bridge, Manchester, 10. Fatisworth 1836 (day), 1974 (evening).

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1940 Vauxhall 10, splendid car; £595.—Below

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29 S.—Vauxhali 10. 1859 3-door asloon recon
29 S.—Vauxhali 10. 1859 3-door asloon recon
29 SENMOTORS ; Clarendon Rd. Molland Park, Lori Demonstration of the Computer of the Compute 1947 Vauxhall 10 saloon; £550.—Tower Garage, 617, Finchley Rd., N.W.3. Ham. 2255,

1947 Vauxhall 10 de luxe saloon, one owner, bar-pain; £495.—A.Z. Motors. Palmerston Rd., N.W.6. Mai, 4725.

N.W.5. Mal. 4723. [C10]

2. 0. 5 saloon, radio, taxed December, black, rielather, immaculate.—Bray Motors, 180-184, West Et Lane, N.W.6. Hampstead 6490. [C10]

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1939 Vauxhall 12/4, one owner, exceptional con-dition, 5 months' guarantee, terms and ex-

JACK WILLIAMS MOTORS, Ltd., 169 Priory Rd., Hornsey, Mountview 5228 and 5774. 1939 Vauxhall 12 saloon, black, green leather, very nice condition; £385,—Silverthorne Motors, Ltd., 1015 Finchiev Rd., N.W.11, Mendway 2288, [C4011

1947 Vauxhall 12 mloon, dark blue, in a condtion throughout, any trial; spec

1947 Vauxhall 12 de luxe, black, brieger (2565.—K J. Motors, Ltd., Bromley, 3456.7-8.

1948 Vauxhali I2hp saloon, recellulosed b brown upholstery, new headlining, be con owner, excellent condition: 2825,—Capital Co., Ltd., Tudor Garage, Tottenham Lane, N.8. 3451.

3451. 1946/7 vauxhall 12 de luxe saloon, we have this car, fitted best quality wilton carpets to match the brown leather interior, she is absolutely faultless, a genuise bargain, 435gns.

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1946 Vauxhall 12 aaloon. black, brown leather,

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1947 Vauxhall 14, very clean; £525.—Park Motors,
Kingston 7610.
VAUXHALL 14 J type saloon, 1946, black with brown
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P OBBINS, 96-99, Upper Richmond Rd. East Putner,
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1937 Vauxhall 14, one owner, original cot throughout; £285; three months' guar erms and exchanges

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VAUXHALL 14, 1935, good condition; £220.—Tel. Reigate 4958, or write BM/JRRE, W.C.1. [6285] Reizate 4958, or write BM/JRRE, W.C.1. [6235]
1948 model Vauxhall 14hp seloon, black, brown lioned ensine, immediate; £645.
W. J. BROWN, Ltd., Established over 30 years, 559, Pinchley Rd., Nw.3. Hampstend 4414, [6187]

W Finchley Rd. N.W.3. Hamptend 4418; but 1948 Vauxhail 14 asloon, senuine car; £625.—4 Kensington Diderground, Kensington 5998. (Coll 1939 Supering State 11 aslocations) of the college o

1937 Vauxhall 14 saloon, reconditioned er new tyres, new head lining required; for quick sale.—Day, Butcher, Albert St., Oxford.

VAUXHALL 25 saloon, 1857 model, excellent condi-tion, new battery and good tyres, taxed; 2250.— Ruby, 66, Rung's Head HII, E.A. Stil. 6322. (6413 \$2.07 5,—1857 Vauxhail 25 saloon, one owner since changes.—Traynor Motors of East Ham. Grangeward 2330 3853.

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1950 Vauxhall Wyrern saloon, 6,000 mlles, £915.

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950 Vauxhall Wyvern saloon very economical; B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladatone 6503

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A struct motion and the control of t

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£700 | 11-1950 Vauxhall Velox, one owner, mobile, excellent car.—Northern M. Harrow, 186-194. Pinner Rd., Harrow 4444/4694.

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1949 (August) Vauxhall Velox maloon de plete car in new condition; 2850.—K LM Motors 101. Brighton Rd Coulsdon, Surrey Tel. Opiands

1950 (July) Vauxhall Velox, finished black, heater, loose covers and other extras, miles: £795; trade and part exchange enquiries VG. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Hill 4488.

1949 Vauxhail Velox saloon, bi stery, radio heater, spot lig mlies, one owner, taxed Dec., excellent—Capital Motor Co., Ltd., Tudor Gi Lane, N.S. Mou. 3451.

Lane, N.S. Mou. 3451.

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1938 Wolseley 25, excellent condition, sacrift. 250gns., o.n.o.—4, Hoskins Rd., Oxted 681 [623

1950 Wolseley 6/80 saloon, black, brown leather one owner; £850.—Woking Motors (Maybury Hill), Ltd. Woking 1928.

1938 Wolseley 14hp saloon, black, brown leather nice order; £355.—Wards, of Putney, 72 West Hill, S.W.15. Vandyke 1533 [C4044

Wolseley 14 4-door de luxe saloon, with aliding root finished are upon to back celllose, best in the saloon with a saloon to the saloon of the saloon to the saloon to the saloon to match and polished wood fillets, specialities include twin tone horns, pass lights, radio, adjustable steering anone, thoroughly recommended, three months' written guarantee: 265gns, hire purchase, part exchanges.—
Amenbury Lane, Harpenden Herts, Tel. 118. (5200)

WOLSELEY 1949 6/80 saloon, one owner, 18,000 miles.

G. S. HALL, Ltd., offer:-

1946 14. £495; 1938 18. £295.—A.Z. Motors, Pal-merston Rd., N.W.6, Mai.4725. [C1011 WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6/80 saloon, grey, brown leather, WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. [O4045]

1950 Wolseley 6/80. genuine 12.000 miles; £995.— Portsmouth Rd., Thames Ditton. Ember-brook 6551-2-3. [C400]

PEARTS of Kingston, Wolseley distributors.—Sales spares and repairs.—102. London Rd., Kingston 225 gss.—1958 Wolseley 14 saloon, clean car; terms exchanges.—Autosnips, 5, Balham High Rd. [C100]

Balham 1509.

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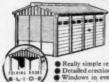
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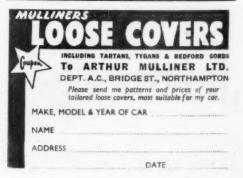


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